



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

400 Seventh Street, S.W.  
Washington, D.C. 20590

Dear Crash Data Researchers/Users:

Thank you for choosing crash data from the National Highway Traffic Safety Administration (NHTSA) for your research or other use. The information contained in this motor vehicle crash report is collected, maintained and distributed in accordance with Public Law 89-564. In accordance with this Public Law, NHTSA is required not to release any case information until completion of quality control procedures. These procedures include a review of the case material to extract all names, licenses and registration numbers, non-coded interview material, non-research related researcher comments in the margins, non-factual data, and the production number portion of the vehicle identification number (VIN).

If you requested NHTSA to query its database files in order to identify a specific crash, then that query was made using non-personal descriptors you provided for use in our search. This motor vehicle crash may have been identified from a data search and matches the general, non-personal descriptors you provided, but we cannot confirm that this is the specific crash report you requested.

If you have any questions with regard to the above procedures, please contact the Field Operations Branch, Crash Investigation Division, National Center for Statistics and Analysis at 202-366-4820. Again, please be advised that we cannot confirm that this is the case that you have specifically requested nor can we certify the information to be correct.

\*\*\*    \*\*\*    \*\*\*



AUTO SAFETY HOTLINE  
(800) 424-9393  
Wash. D.C. Area 366-0123

Case Vehicle (A): 1999 Ford  
 Type: Crown Victoria (police interceptor), 4-door sedan  
 Driver: 40-year-old male  
 CDC: 11-FDEW-1

Vehicle (B): 1987 Buick  
 Type: LeSabre Limited, 4-door sedan  
 Driver: 85-year-old female  
 CDC: 02-RZEW-3

## SITUATION

(Slides 1, 2) On a clear, dry day, case vehicle (A) was traveling south in the right lane of a 4-lane asphalt road in an urban area at a driver-estimated speed of 40 kph (25 mph). Vehicle (B) was stopped facing north on the four-lane roadway at an intersection, and the driver was waiting to make a left turn onto the intersecting roadway. As case vehicle (A) proceeded into the intersection, vehicle (B) began making a left turn to travel west on the intersecting road. The driver of case vehicle (A) applied the brakes, but was unable to avoid striking the right side of vehicle (B) with its front. After the impact, vehicle (B) rotated clockwise and struck the left side of vehicle (X), which was stopped at the intersection facing east.

## GENERAL VEHICLE DAMAGE AND ESTIMATED CRASH SEVERITIES

(Slide 3) The direct damage to case vehicle (A) began at the left-front bumper corner and extended 150 cm across the entire front of the vehicle. The maximum crush was 4 cm to the center portion of the front bumper.

(Slide 4) The direct damage to vehicle (B) began 9-cm forward of the right-rear wheel and extended forward 170 cm along the right side. The maximum crush was 56 cm to the right-rear door at the B-pillar. Both right side doors were damaged and jammed closed, the right-rear door window was broken, and the roof was buckled.

(Slides 5, 6, 7, 8, 9, 10, 11, 12, 13, 14 and 15) Using the WinSMASH accident-reconstruction program and c-values measured for case vehicle (A) and vehicle (B), the following impact severities were calculated:

| Vehicle          | Variable | Calculated Velocity Change - kph (mph) |              |             |
|------------------|----------|--|--------------|-------------|
|                  |          | Total                                  | Longitudinal | Latitudinal |
| Case Vehicle (A) | Delta V  | 23 (14)                                | -21 (-13)    | 8 (5)       |
|                  | EBS      | 10 (6)                                 | -10 (-6)     | 4 (2)       |
| Vehicle (B)      | Delta V  | 33 (20)                                | -11 (-7)     | -31 (-19)   |
|                  | EBS      | 42 (26)                                | -14 (-9)     | -39 (-24)   |

## **DESCRIPTION OF DAMAGE TO CASE VEHICLE (A)**

### **Exterior**

(Slide 16) The damage to case vehicle (A) extended across the entire front. (Slides 17, 18) The bumper was crushed, both headlights were displaced and the left headlight glass was broken. The grille was damaged and the hood was dented. (Slide 19) There was no damage to the hood latch or hood hinges, although the rear edge of the hood was slightly elevated. In addition, there was no damage to the windshield. (Slide 20) There was no other frontal damage.

(Slide 21) On the right side, the fender was slightly deformed. Both right-side doors were undamaged and operational. There was no other damage to the right side and no change in the right wheelbase.

(Slide 22) There was no damage to the left side and no change in the left wheelbase. Both left-side doors were undamaged and operational.

### **Interior**

(Slides 23, 24) This vehicle is equipped with steering-wheel and passenger frontal-impact airbags, which deployed during this frontal impact. (Slides 25, 26) There was no damage to the steering-wheel rim and no rotation of the steering column. (Slides 27, 28, 29 and 30) There was no damage to the upper or mid portions of the instrument panel, knee bolster, center dash area, or the glove compartment. (Slides 31, 32) There was no damage to any interior components of this police-modified vehicle and no intrusions were noted.

## **OCCUPANT KINEMATICS AND INJURIES**

(Slides 33, 34, 35, 36 and 37) The 6-ft, 2-in, 190-lb, 40-year-old male driver was wearing the three-point belt and the frontal-impact airbag deployed. (Slide 38) The shoulder-belt anchor point was adjusted to the lowest position on the B-pillar, and the driver reportedly had the seat adjusted to a rear-track position. He also reported that he was probably using the tilt steering wheel in the "low" position while driving, and was braking with his right foot at the time of the crash. The driver was a police officer and was wearing a bulletproof vest.

During the frontal impact, he continued forward and slightly to the left relative to the vehicle interior. He sustained lumbar strain due to the impact forces.

(Slides 39, 40) The 6-ft, 2-in, 245-lb, 34-year-old male right-front passenger was wearing the three-point belt and the frontal impact airbag deployed. (Slides 41, 42) Damage to the plastic cover over the shoulder-belt B-pillar anchorage hardware indicates belt use at the time of the crash. (Slide 43) The shoulder-belt anchor point was adjusted to the lowest position on the B-pillar and the passenger reportedly had the seat adjusted to a rear-track position. The passenger was a police officer and was wearing a bulletproof vest. During the frontal impact, he continued forward and slightly to the left relative to the vehicle interior. He sustained a laceration to his chin and an abrasion to the dorsal area of his left forearm, probably from contact by the deploying airbag.

(Slides 44, 45 and 46) The 6-ft, 2-in, 245-lb, 23-year-old male right-rear passenger was not wearing the available modified three-point belt system. He was also a police officer but was not wearing a bulletproof vest. (Slides 47, 48) During the frontal impact, he continued forward and slightly to the left relative to the vehicle interior. His face contacted the metal cage that is between the front and rear seats of the police vehicle. He sustained a laceration to the bridge of his nose, a laceration to his right eyebrow, and a laceration to the right side of his forehead, from his face contacting the metal cage.

The following tables (slides 49, 50 and 51) and attached drawings summarizes the injuries for the three occupants.

Occupant: Driver  
Restraints: 3-point belt worn; airbag deployed

Age: 40 years  
Stature: 188 cm (6 ft, 2 in)

Gender: Male  
Mass: 86 kg (190 lb)

| Injury Description                       | A.I.S. | Injury Source |               |          |
|--|--------|---------------|---------------|----------|
|  |        | Definite      | Probable      | Possible |
| Lumbar spine strain                      | 1      |               | Impact forces |          |
| <u>Maximum A.I.S. Level</u>              | 1      |               |               |          |
| <u>Injury Severity Score</u>             | 1      |               |               |          |
| police officer wearing bullet-proof vest |        |               |               |          |

Occupant: Right front  
Restraints: 3-point belt worn; airbag deployed

Age: 34 years  
Stature: 188 cm (6 ft, 2 in)

Gender: Male  
Mass: 111 kg (245 lb)

| Injury Description                       | A.I.S. | Injury Source |          |          |
|--|--------|---------------|----------|----------|
|  |        | Definite      | Probable | Possible |
| Laceration, chin                         | 1      |               | Airbag   |          |
| Abrasion, dorsal area of left forearm    | 1      |               | Airbag   |          |
| <u>Maximum A.I.S. Level</u>              | 1      |               |          |          |
| <u>Injury Severity Score</u>             | 1      |               |          |          |
| police officer wearing bullet-proof vest |        |               |          |          |

Occupant: Right rear  
Restraints: 3-point belt not worn

Age: 23 years  
Stature: 188 cm (6 ft, 2 in)

Gender: Male  
Mass: 111 kg (245 lb)

| Injury Description                                      | A.I.S. | Injury Source                           |          |          |
|---|--------|---|----------|----------|
|   |        | Definite                                | Probable | Possible |
| Laceration, bridge of nose                              | 1      | Metal cage between front and rear seats |          |          |
| Laceration right eyebrow                                | 1      | Metal cage between front and rear seats |          |          |
| Laceration, right side of forehead                      | 1      | Metal cage between front and rear seats |          |          |
| <u>Maximum A.I.S. Level</u>                             | 1      |   |          |          |
| <u>Injury Severity Score</u>                            | 1      |   |          |          |
| police officer was <u>not</u> wearing bullet-proof vest |        |   |          |          |

TIME

DATE OF COLLISION

      /       /            

HOUR OF COLLISION  
(24 HOUR CLOCK)

LOCATION

STATE:                     

STATE FIPS CODE

AREA

- (1) URBAN  
(2) RURAL  
(9) UNKNOWN

ENVIRONMENTAL CONDITIONS

LIMITED-ACCESS HIGHWAY

- (0) NO  
(1) YES  
(9) UNKNOWN

ROAD, TOTAL TRAFFIC LANES  
(FOR CASE VEHICLE)

- (1) 1-LANE  
(2) 2-LANES  
(3) 3-LANES  
(4) 4 OR MORE LANES  
(5) DIVIDED, 4 OR MORE LANES  
(6) PARKING LOT/DRIVEWAY  
(7) OTHER:                       
(9) UNKNOWN

INTERSECTING RD, TOTAL LANES  
CHOOSE FROM ABOVE LIST, OR

- (8) NOT APPLICABLE

TYPE OF ROAD SURFACE

- (1) ASPHALT  
(2) CONCRETE  
(3) GRAVEL  
(4) MORE THAN ONE (CIRCLE EACH)  
(7) OTHER:                       
(9) UNKNOWN

ROAD DEFECTS

- (0) NO  
(1) YES  
(9) UNKNOWN

ENVIRONMENTAL CONDITIONS

CONSTRUCTION ZONE

- (0) NO  
(1) YES  
(9) UNKNOWN

ROAD ALIGNMENT  
VERTICAL PLANE

- (1) LEVEL  
(2) CREST OF HILL  
(3) SLOPE (2%)  
(4) BOTTOM OF HILL  
(9) UNKNOWN

ROAD ALIGNMENT  
HORIZONTAL PLANE

- (1) STRAIGHT  
(2) CURVE  
(3) T - SHAPED  
(4) Y - SHAPED  
(7) OTHER:                       
(9) UNKNOWN

SURFACE COVERING

- (10) DRY  
  
(21) WATER - DAMP  
(22) WATER - WET  
(23) WATER - PUDDLED  
(29) WATER - AMOUNT UNKNOWN  
  
(31) SNOW - LOOSE  
(32) SNOW - PACKED  
(39) SNOW - CONDITION UNKNOWN  
  
(41) ICE  
(51) SLUSH  
(61) SPILLED GRAVEL  
(71) OTHER:                       
(99) UNKNOWN

VISIBILITY LIMITATION  
(FOR CASE VEHICLE)

- (0) NONE  
(1) CLOUDY/DARK  
(2) FOG  
(3) SMOKE  
(4) WINDSHIELD CONDITION  
(5) GLARE  
(6) RAIN  
(7) OTHER:                       
(8) ICE/SNOW  
(9) UNKNOWN

VISIBILITY OBSTRUCTION  
(FOR CASE VEHICLE)

- (0) NONE  
(1) BUILDING  
(2) SIGN  
(3) VEGETATION (E.G. BUSHES, SHRUBS)  
(4) TREE  
(5) HILL OR CURVE IN ROAD  
(6) VEHICLE IN TRANSPORT  
(7) OTHER:                       
(8) PARKED VEHICLE  
(9) UNKNOWN

## ENVIRONMENTAL CONDITIONS

## SPEED LIMIT

- |     |                 |          |
|-----|-----------------|----------|
| (0) | 5-45 km/h ..... | 5-25 mph |
| (1) | 46-55 .....     | 30       |
| (2) | 56-60 .....     | 35       |
| (3) | 61-70 .....     | 40       |
| (4) | 71-79 .....     | 45       |
| (5) | 80-85 .....     | 50       |
| (6) | 86-90 .....     | 55       |
| (7) | 91-105 .....    | 60       |
| (8) | OVER 105 .....  | 65       |
| (9) | UNKNOWN         |          |

## PRECIPITATION

- (0) NONE  
(1) RAIN  
(2) SNOW  
(3) HAIL  
(4) FREEZING RAIN/SLEET  
(7) OTHER: \_\_\_\_\_  
(9) UNKNOWN

## RATE OF PRECIPITATION

- (1) LIGHT/MIST  
(2) MODERATE  
(3) HEAVY  
(8) NOT APPLICABLE  
(9) UNKNOWN

## TEMPERATURE

- (0) BELOW -15° C ..... BELOW 5° F  
(1) -15 TO -6 ..... 5 TO 22  
(2) -5 TO -1 ..... 23 TO 31  
(3) 0 TO 2 ..... 32 TO 36  
(4) 3 TO 5 ..... 37 TO 41  
(5) 6 TO 15 ..... 42 TO 59  
(6) 16 TO 25 ..... 60 TO 77  
(7) 26 TO 35 ..... 78 TO 95  
(8) OVER 35 ..... OVER 96  
(9) UNKNOWN

## CROSSWIND

- (0) NONE  
(1) LIGHT  
(2) STRONG  
(3) GUSTY & STRONG  
(9) UNKNOWN

## LIGHT CONDITIONS

- (1) DAYLIGHT
- (2) DAWN
- (3) DUSK
- (4) DARK, LIGHTED
- (5) DARK, UNLIGHTED
- (6) DARK, UNKNOWN IF LIGHTED
- (9) UNKNOWN

## MECHANICAL MALFUNCTION

WAS THERE MENTION  
OF A MECHANICAL MALFUNCTION  
IN CASE VEHICLE

- (0) NO  
(1) YES  
(2) YES, DID NOT CONTRIBUTE  
TO ACCIDENT  
(9) UNKNOWN

**THE FOLLOWING SECTION SHOULD BE FILLED  
OUT IF A MECHANICAL MALFUNCTION IS  
RECOGNIZED OR SUSPECTED.**

**CIRCLE ITEMS INVOLVED. SUPPORT ANY  
ITEMS CIRCLED WITH COMMENTS.**

## BRAKE SYSTEM

## DRIVER CONTROLS

## EXHAUST SYSTEM

## POWER TRAIN

## STEERING SYSTEM

## FUEL SYSTEM

## SUSPENSION SYSTEM

## VISIBILITY ITEMS

## ELECTRICAL SYSTEM

## TIRES

## THROTTLE CONTROLS

UNKNOWN

OTHER: \_\_\_\_\_

COMMENTS: \_\_\_\_\_

---

---

---

---

---

---

\_\_\_\_\_

## GENERAL INFORMATION GI-3

## CRASH DETAILS

## CASE VEHICLE AND OBJECT

- (0) NO  
(1) YES  
(9) UNKNOWN

0  
47

## CASE VEHICLE ROLLOVER

- (0) NO ROLLOVER  
(1) YES, FIRST EVENT  
(2) YES, SUBSEQUENT EVENT  
(3) YES, SEQUENCE UNKNOWN  
(9) UNKNOWN

0  
48

CASE VEHICLE RAN OFF ROADWAY  
(BEFORE FIRST IMPACT)

- (0) NO  
(1) YES  
(9) UNKNOWN

0  
49

MOVING CASE VEHICLE AND  
CONTACTED MOVING VEHICLE

- (0) NO  
(1) YES  
(9) UNKNOWN

1  
50

CASE VEHICLE AND  
CONTACTED STOPPED VEHICLE

- (0) NO  
(1) YES  
(9) UNKNOWN

0  
51

STOPPED CASE VEHICLE AND  
CONTACTED VEHICLE

- (0) NO  
(1) YES  
(9) UNKNOWN

0  
52

TOTAL NUMBER  
OF VEHICLES CONTACTED  
BY CASE VEHICLE IN CRASH

- (8) 8 OR MORE  
(9) UNKNOWN

1  
53

ANY FIRE IN THIS CRASH  
(NOT JUST CASE VEHICLE)

- (0) NO  
(1) YES  
(9) UNKNOWN

0  
54

HIGHEST POLICE INJURY  
SEVERITY CODE IN CRASH  
(NOT JUST CASE VEHICLE)

- (0) O - NO INJURY  
(1) C - POSSIBLE INJURY  
(2) B - NON-INCAPACITATING INJURY  
(3) A - INCAPACITATING INJURY  
(4) K - FATAL  
(5) INJURED, SEVERITY UNKNOWN  
(6) DIED PRIOR TO ACCIDENT  
(7) NON-FATAL INJURY  
SEVERITY UNKNOWN  
(9) UNKNOWN

2  
55

## DRIVER IMPAIRMENT

DRIVER ALCOHOL INVOLVEMENT  
(CASE VEHICLE)

- (0) NONE  
(1) YES  
(9) UNKNOWN/NOT REPORTED/  
NO DRIVER

0  
56

DRIVER ALCOHOL BAC  
(CASE VEHICLE)

- (80) NO TEST  
(90) CHEMICAL TESTS, NO RESULTS  
(95) AUTOPSY, NO RESULTS  
(99) UNKNOWN

80  
57 58

WAS THERE MENTION OF DRIVER  
IMPAIRMENT FOR CASE VEHICLE?

- (0) NO  
(1) YES  
(9) UNKNOWN

0  
59

## LIST IMPAIRMENTS MENTIONED:

---



---



---

## POST - CRASH DETAIL

MANNER CASE VEHICLE  
LEFT SCENE

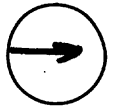
- (1) DRIVEN  
(2) TOWED DUE TO DAMAGE  
(3) TOWED, NOT DUE TO DAMAGE  
(4) TOWED, REASON UNKNOWN  
(9) UNKNOWN

2  
60

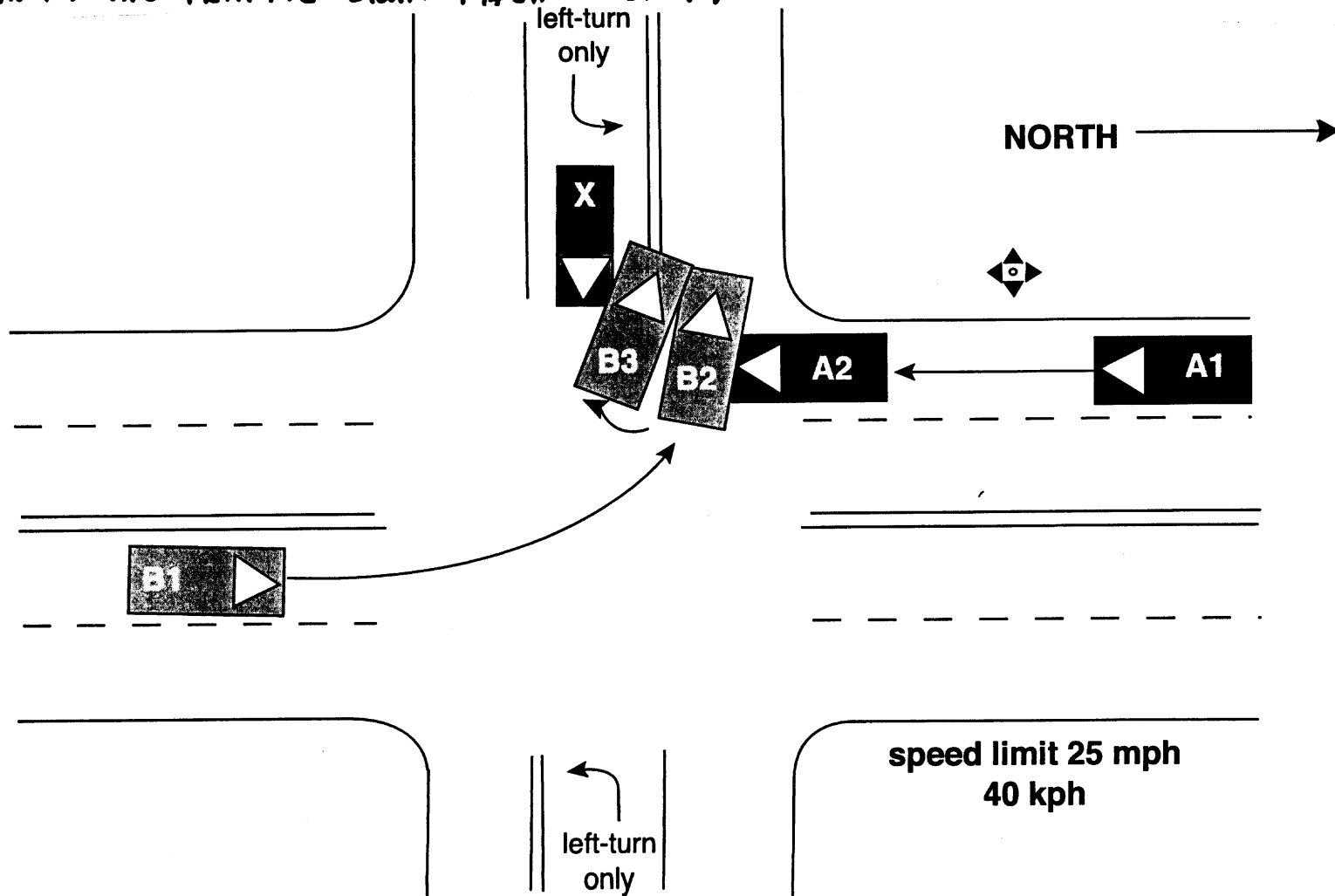
ACCIDENT DESCRIPTION: CASE VEHICLE (A) WAS TRAVELING SOUTH AT A DRIVER-ESTIMATED SPEED OF 25 MPH (40 KPH) IN THE RIGHT LANE OF A FOUR-LANE ROAD. VEHICLE (B) WAS NORTH BOUND AND APPROACHING AN INTERSECTION. AS CASE VEHICLE (A) PROCEEDED THROUGH THE INTERSECTION VEHICLE (B) BEGAN A LEFT TURN, TO TRAVEL WEST. THE FRONT OF CASE VEHICLE (A) STRUCK THE RIGHT SIDE OF VEHICLE (B). AFTER THE IMPACT VEH. (B) ROTATED AND STRUCK THE FRONT OF VEH. (X) WITH ITS LEFT SIDE. VEH. (X) WAS STOPPED AT THE TRAFFIC LIGHT FACING EAST.

CASE VEHICLE (A): 1999 FORD CROWN VICTORIA  
 OTHER VEHICLE (B): 1987 BUICK LESABRE  
 THIRD VEHICLE (C): \_\_\_\_\_

Q  
1



NORTH



Duplicate columns 1-8  
from the previous card.Module O V Format 0 4  
9 10 11 12

OTHER VEHICLE OV-1

MAKE: BUICK  
MODEL: LESABRE LIMITED 4-DR SEDAN

CARGO: \_\_\_\_\_

VIN 1 G 4 H R 5 4 3 X H H [REDACTED]  
13 29

MANUFAC/BODY CODE

1 1 1 2 9  
30 34

MAKE/MODEL CODE

0 4 4 1  
38

MODEL YEAR

1 9 8 7  
39 42

VEHICLE MASS (kg)

0 0 1 4 6 8  
43 48IF SEPARATE REPORT WAS MADE,  
GIVE VEHICLE NUMBER0NUMBER OF OCCUPANTS  
(ENTER 9'S IF UNKNOWN)0 1  
51

TRAVELING SPEED (km/h)

9 9 5  
54

- (000) PARKED OR STOPPED  
 (995) JUST STARTING UP  
 (996) BACKING UP  
 (997) SPEED NOT EXCESSIVE (BUT UNKNOWN)  
 (998) SPEED EXCESSIVE (BUT UNKNOWN)  
 (999) UNKNOWN

HIGHEST POLICE INJURY SEVERITY  
CODE FOR THIS VEHICLE

- (0) O - NO INJURY  
 (1) C - POSSIBLE INJURY  
 (2) B - NON-INCAPACITATING INJURY  
 (3) A - INCAPACITATING INJURY  
 (4) K - FATAL  
 (5) INJURED, SEVERITY UNKNOWN  
 (6) DIED PRIOR TO ACCIDENT  
 (7) NON-FATAL INJURY  
     SEVERITY UNKNOWN  
 (8) UNOCCUPIED VEHICLE  
     (NOT APPLICABLE)  
 (9) UNKNOWN

1  
55

## VEHICLE TYPE

## PASSENGER VEHICLE

- (02) LARGE  
 (03) LIMOUSINE  
 (17) PICKUP CAR  
 (20) UNKNOWN PASSENGER VEHICLE BODY  
 (24) SUB-MINI  
 (25) MINI  
 (26) SUB-COMPACT  
 (27) COMPACT  
 (28) INTERMEDIATE  
 (29) FULL

29  
56 57

## MULTIPURPOSE PASSENGER VEHICLE

- (14) SMALL UTILITY (WHEELBASE LESS THAN 107",  
     E.G. JEEP, BRONCO)  
 (15) LARGE UTILITY (WHEELBASE MORE THAN 107",  
     E.G. PANEL TRUCK, SUBURBAN)  
 (16) PICKUP TRUCK WITH CANOPY/SHELL COVER  
 (17) PICKUP CAR WITH CANOPY/SHELL COVER  
 (21) MOTOR HOME  
 (22) PICKUP TRUCK WITH SLIDE-IN CAMPER  
 (23) PICKUP CAR WITH SLIDE-IN CAMPER  
 (31) CHASSIS-MOUNTED CAMPER

## TRUCK

- (11) VAN  
 (12) PICKUP TRUCK  
 (13) UNKNOWN LIGHT TRUCK  
 (15) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)  
 (16) PICKUP TRUCK WITH CANOPY/SHELL COVER  
 (22) PICKUP TRUCK WITH SLIDE-IN CAMPER  
 (30) UNKNOWN TRUCK TYPE  
 (31) CHASSIS-MOUNTED CAMPER  
 (33) DELIVERY VAN (WALK-IN)  
 (34) STRAIGHT TRUCK  
 (35) TRUCK-TRACTOR (BOBTAIL)  
 (36) CHASSIS-CAB  
 (37) UNKNOWN HEAVY TRUCK  
 (38) TRACTOR & SEMI-TRAILER (SEMI)  
 (39) TRUCK (OR SEMI) & FULL TRAILER(S)

## BUS

- (40) UNKNOWN BUS TYPE  
 (41) SCHOOL BUS  
 (42) INTERCITY BUS (BETWEEN CITIES)  
 (43) TRANSIT BUS (INTRACITY)  
 (44) STREETCAR (ON TRACKS)  
 (68) TRAIN (CARS)  
 (69) LOCOMOTIVE (ENGINE, SWITCHER)

(99) UNKNOWN

WHEELBASE (cm)  
(999) UNKNOWN.282  
58 59 60

Duplicate columns 1-8  
from the previous card.

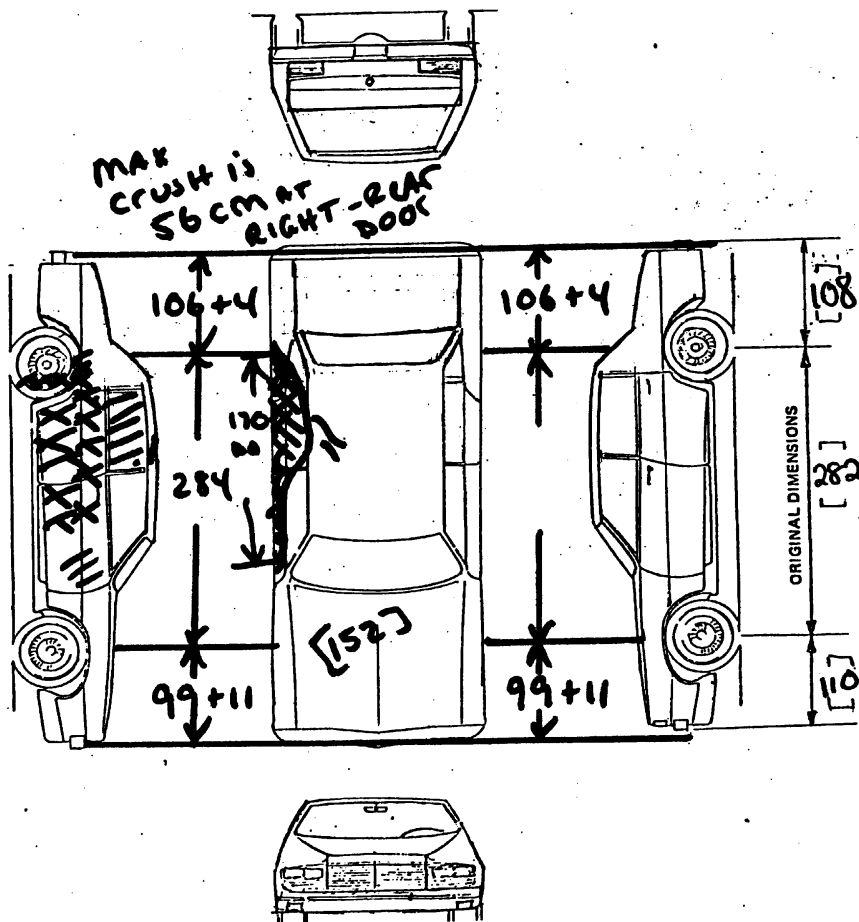
Module 0 9 V 10 Format 0 11 2 12

OTHER VEHICLE OV-2

### ORIGINAL SPECIFICATIONS

|                     |                |                            |               |
|---------------------|----------------|----------------------------|---------------|
| Wheelbase           | <u>282</u> cm  | Front Overhang             | <u>110</u> cm |
| Curb Weight         | <u>1481</u> kg | Rear Overhang              | <u>108</u> cm |
| Average Track Width | <u>153</u> cm  | Undeformed End Width (UEW) | <u>165</u> cm |
| Overall Length      | <u>500</u> cm  | Engine Displacement        | <u>3.8</u> L  |
| Overall Width (OAW) | <u>183</u> cm  | Engine: # of Cylinders     | <u>06</u>     |

### VEHICLE DAMAGE



### FRONTAL CRASH OVERLAP

Round up for .5. 98 = 98% or more  
Enter % overlap or "99" for missing or N/A.

Direct Damage Length (DDL) 999 cm

Front-End Overlap (Percent) =  $\frac{DDL}{UEW}$  99 %

Vehicle Overlap (Percent) =  $\frac{DDL + 1/2 (OAW - UEW)}{OAW}$  99 %

Duplicate columns 1-8  
from the previous card.Module V D Format 0 4  
9 10 11 12

VEHICLE DESCRIPTION VD-1

MAKE: FORD  
MODEL: CROWN VICTORIA 4DR SEDAN  
POLICE INTERCEPTORCARGO: POLICE PACKAGEVIN 2 F A F P 7 1 W X X X [REDACTED]  
13 29

MANUFAC/BODY CODE

22129  
30 34

MAKE/MODEL CODE

0217  
38

MODEL YEAR

1999  
39 42

VEHICLE MASS (kg)

001788  
43 48

ODOMETER (km)

(ENTER 9'S IF UNKNOWN)

(ENTER 8'S IF ELECTRONIC)

052271  
49 54

NUMBER OF OCCUPANTS

(ENTER 9'S IF UNKNOWN)

03  
56

TRAVELING SPEED (km/h)

040  
59

(000) PARKED OR STOPPED

(995) JUST STARTING UP

(996) BACKING UP

(997) SPEED NOT EXCESSIVE (BUT UNKNOWN)

(998) SPEED EXCESSIVE (BUT UNKNOWN)

(999) UNKNOWN

25 mph

## STOLEN VEHICLE

- (0) NO
- 
- (1) YES
- 
- (8) NOT COLLECTED
- 
- (9) UNKNOWN

8  
62

## BODY STRUCTURE

- (1) BODY & FRAME
- 
- (2) UNITIZED
- 
- (3) INTEGRAL-STUB FRAME
- 
- (4) BODY & PLATFORM FRAME
- 
- (E.G. VW BUG)
- 
- (5) PARTIALLY UNITIZED
- 
- (7) OTHER: \_\_\_\_\_
- 
- (9) UNKNOWN

1  
63

## TRANSMISSION

- (0) NONE
- 
- (1) AUTOMATIC
- 
- (2) MANUAL
- 
- (9) UNKNOWN

1  
64

## VEHICLE TYPE

## PASSENGER VEHICLE

(11) 2-DOOR HARDTOP (NO UPPER B-PILLAR)

(12) 2-DOOR SEDAN OR COUPE  
(ANY UPPER B-PILLAR)

(13) 4-DOOR HARDTOP

(14) 4-DOOR SEDAN

(15) STATION WAGON

(16) CONVERTIBLE

(18) OTHER PASS. VEH. : \_\_\_\_\_

(19) PASSENGER VEHICLE, TYPE UNKNOWN

## MULTIPURPOSE PASSENGER VEHICLE

(21) SMALL UTILITY (E.G. JEEP, SCOUT, BRONCO)

(22) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)

(23) VAN, SIZE UNKNOWN

(24) VAN, SMALL (MINI)

(25) VAN, LARGE

(29) MPV, TYPE UNKNOWN

(30) MOTOR HOME

## TRUCK

(31) PICKUP TRUCK, UNKNOWN

(32) PICKUP TRUCK, SMALL (DOWNSIZED)

(33) PICKUP TRUCK, LARGE

(99) UNKNOWN

14  
60 61LOCATION OF TRANSMISSION  
SELECTOR LEVER

- (1) FLOOR
- 
- (2) CONSOLE
- 
- (3) COLUMN
- 
- (7) OTHER: \_\_\_\_\_
- 
- (9) UNKNOWN

3  
65

## STEERING

- (1) POWER
- 
- (2) MANUAL
- 
- (9) UNKNOWN

1  
66

## BRAKES

- (1) POWER
- 
- (2) MANUAL
- 
- (9) UNKNOWN

1  
67

TYPE OF BRAKES

- (1) DRUM, ALL WHEELS
- (2) DISC, FRONT WHEELS
- (3) DISC, ALL WHEELS
- (9) UNKNOWN

2  
68

WHEELBASE (cm)  
(999) Unknown

2 91  
76 77 78

BRAKE ANTI-LOCK DEVICE

- (0) NONE INSTALLED
- (1) TWO-WHEEL
- (2) FOUR-WHEEL
- (7) EQUIPPED, UNKNOWN WHEELS
- (9) UNKNOWN

2  
69

PLASTIC ANTI-LACERATIVE  
INNER LAYER GLASS EQUIPPED

- (0) NONE
- (1) WINDSHIELD
- (2) WINDSHIELD AND SIDE
- (7) OTHER
- (9) UNKNOWN

0  
79

AIR CONDITIONING IN VEHICLE

- (0) NO
- (1) YES
- (8) NOT COLLECTED
- (9) UNKNOWN

8  
70

TYPE OF DRIVE

- (1) REAR WHEEL
- (2) FRONT WHEEL
- (3) FOUR WHEEL
- (4) ALL WHEEL DRIVE
- (9) UNKNOWN

1  
71

FIELD INVESTIGATOR INSTRUCTIONS:

1. INDICATE CRUSHED AREAS BY OUT-LINING NEW PERIMETER OF VEHICLE AND SHADING THE DAMAGED AREAS ON THE LARGE SKETCH ON PAGE VD-3. USE AS MANY SKETCHES AS NECESSARY TO COMPLETELY DESCRIBE THE DAMAGE.
2. ENTER THE DIMENSIONS ON THE SKETCH(ES) MEASURED TO THE POINT OF MAXIMUM PENETRATION BY THE OBJECT(S) CONTACTED. USE THE EXAMPLES BELOW AS A GUIDE.
3. ENTER THE THREE DIMENSIONS TO THE CENTER OF THE WHEELS (WHEELBASE, FRONT AND REAR OVERHANGS) ON BOTH SIDES OF THE CAR.
4. ADD OTHER DIMENSIONS AS NECESSARY TO COMPLETELY DESCRIBE THE DAMAGE.

EXAMPLES:

DUAL REAR WHEELS

- (0) NO
- (1) YES
- (9) UNKNOWN

0  
72

ORIGINAL TYPE  
OF RESTRAINT SYSTEM

- (1) ACTIVE BELT
- (2) PASSIVE BELT
- (3) AIRBAG
- (4) KNEE BOLSTERS
- (7) OTHER: \_\_\_\_\_
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

3  
73

EQUIPPED WITH ROLL BAR

- (0) NO
- (1) YES
- (9) UNKNOWN

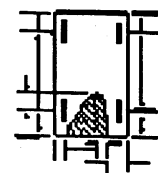
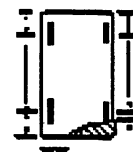
0  
74

TYPE OF ROOF

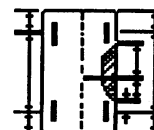
- (0) NONE
- (1) SOLID
- (2) T-TOP CLOSED
- (3) T-TOP OPEN
- (4) SUN ROOF CLOSED
- (5) SUN ROOF OPEN
- (6) CONVERTIBLE CLOSED
- (7) CONVERTIBLE OPEN
- (7) OTHER: \_\_\_\_\_
- (9) UNKNOWN

1  
75

FRONT OR REAR



SIDE



ROOF (REFERENCE TO  
TOP OF DOOR SILL  
OR WINDOW SILL)



Duplicate columns 1-8  
from the previous card.

Module V D Format 0 2  
9 10 11 12

# VEHICLE DESCRIPTION VD-3

## ORIGINAL SPECIFICATIONS

Wheelbase 291 cm

Front Overhang 108 cm  
22 24

Curb Weight 1788 kg

Rear Overhang 139 cm  
25 27

Average Track Width 164 cm  
13 15

Undeformed End Width (UEW) 150 cm  
28 30

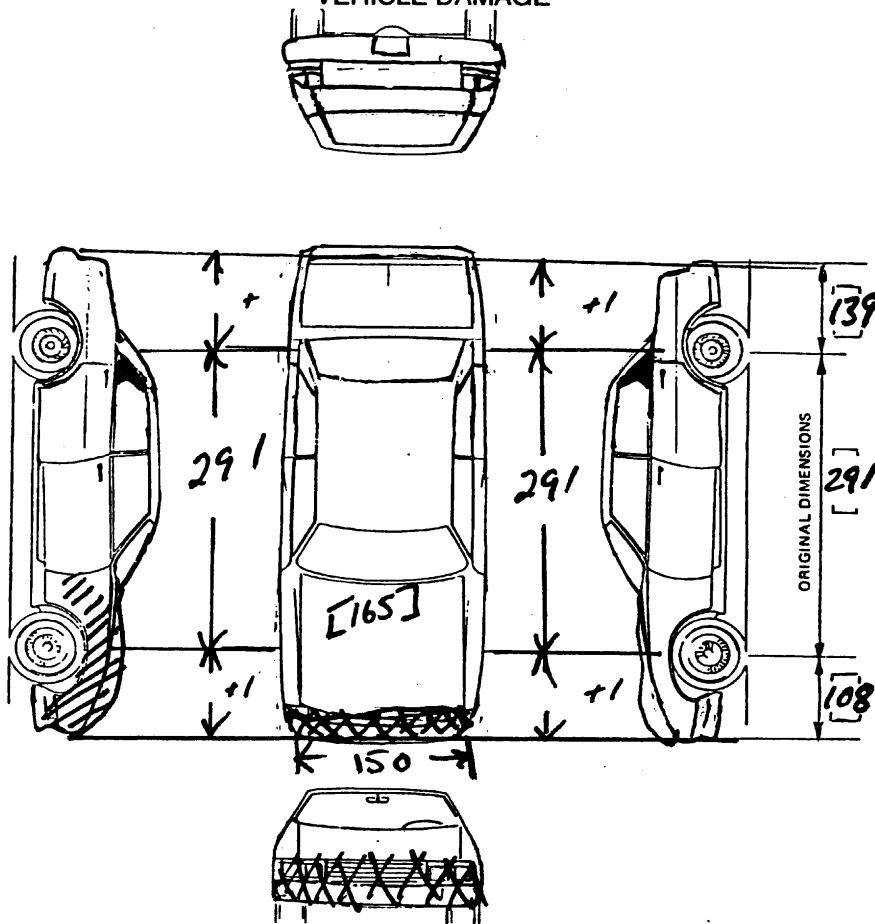
Overall Length 538 cm  
16 18

Engine Displacement 4.6 L  
31 32

Overall Width (OAW) 199 cm  
19 21

Engine: # of Cylinders 08  
33 34

## VEHICLE DAMAGE



## FRONTAL CRASH OVERLAP

Round up for .5. 98 = 98% or more  
Enter % overlap or "99" for missing or N/A.

Direct Damage Length (DDL) 150 cm  
35 37

Front-End Overlap (Percent) =  $\frac{DDL}{UEW}$  150 98 %  
38 39

Vehicle Overlap (Percent) =  $\frac{DDL + 1/2 (OAW - UEW)}{OAW}$  98 %  
40 41

Duplicate columns 1-8  
from the previous card.

Module D A Format 0 2  
9 10 11 12

DAMAGE DA-1

| PRIMARY             | CASE VEHICLE PRIMARY CDC  | CONTACTED VEHICLE ASSOCIATED CDC |
|---------------------|---------------------------|----------------------------------|
| EVENT NUMBER        | <u>1</u><br>13            | VEH B                            |
| IMPACT SPEED (km/h) | <u>999</u><br>14 15 16    | <u>999</u><br>35 36 37           |
| ESTIMATED BY        | <u>1</u><br>17            | <u>1</u><br>38                   |
| CRUSH (cm)          | <u>004</u><br>18 19 20    | <u>056</u><br>39 40 41           |
| CDC #1              | <u>11.FDEW.1</u><br>21 27 | <u>02.RZEW.3</u><br>42 48        |
| CDC #2              | <u>98.0000.0</u><br>28 34 | <u>98.0000.0</u><br>49 55        |

Duplicate columns 1-8  
from the previous card.

Module D A Format 0 3  
9 10 11 12

| SECONDARY           | CASE VEHICLE SECONDARY CDC         | CONTACTED VEHICLE ASSOCIATED CDC   |
|---------------------|------------------------------------|------------------------------------|
| EVENT NUMBER        | <u>8</u><br>13                     |                                    |
| IMPACT SPEED (km/h) | <u>    </u><br>14 15 16            | <u>    </u><br>35 36 37            |
| ESTIMATED BY        | <u>    </u><br>17                  | <u>    </u><br>38                  |
| CRUSH (cm)          | <u>    </u><br>18 19 20            | <u>    </u><br>39 40 41            |
| CDC #1              | <u>    </u> - <u>    </u><br>21 27 | <u>    </u> - <u>    </u><br>42 48 |
| CDC #2              | <u>    </u> - <u>    </u><br>28 34 | <u>    </u> - <u>    </u><br>49 55 |

## CODES

### EVENT NUMBER

(8) NOT APPLICABLE  
(9) UNKNOWN

### IMPACT SPEED

(998) NOT APPLICABLE  
(999) UNKNOWN

### IMPACT SPEED ESTIMATOR

(1) INVESTIGATOR  
(2) DRIVER  
(3) POLICE  
(4) "CRASH" PROGRAM  
(5) OTHER COMPUTER PROGRAM  
SPECIFY: \_\_\_\_\_  
(7) OTHER: \_\_\_\_\_  
(8) NOT APPLICABLE  
(NO VEHICLE/NO IMPACT)

### CRUSH

(998) NOT APPLICABLE  
(NO VEHICLE/DAMAGE)  
(999) UNKNOWN

### CDC

(9800000) NOT APPLICABLE  
(9900000) UNKNOWN

Duplicate columns 1-8  
from the previous card.Module D A Format 0 1  
9 10 11 12

DAMAGE DA-2

## MAXIMUM SHEET METAL CRUSH

(cm) (999) UNKNOWN

FRONT 004  
13 15RIGHT SIDE 000  
16 18REAR 000  
19 21LEFT SIDE 000  
22 24ROOF 000  
25 27OTHER 000  
28 30CHRONOLOGICAL SEQUENCE  
OF DAMAGE/INJURY PRODUCING CRASH EVENTS  
FOR CASE VEHICLENOTE: IF CHRONOLOGICAL ORDER  
IS UNKNOWN, EVENT  
ORDER IS OPTIONAL.DO YOU KNOW THIS TABLE  
TO BE IN CHRONOLOGICAL ORDER? J

31

(0) NO  
(1) YES

| EVENT<br>NUMBER | IMPACT LOCATION<br>(1) ON ROADWAY<br>(2) SHOULDER/MEDIAN/GORE<br>(3) ON ROADSIDE<br>(4) OUTSIDE ROADSIDE<br>RIGHT-OF-WAY<br>(5) OTHER<br>(6) OFF ROADWAY, LOC. UNK.<br>(9) UNKNOWN | IMPACT<br>CONFIGURATION<br>FOR CODES, SEE TABLE<br>ON PAGE DA-3. | OBJECT/VEHICLE<br>CONTACTED<br>FOR CODES, SEE TABLE<br>ON PAGE DA-4. |
|-----------------|--|--|--|
| # 1             | <u>1</u><br>32   | <u>13</u><br>34  | <u>29</u><br>36  |
| #2              | <u>   </u><br>37   | <u>   </u><br>39   | <u>   </u><br>41   |
| #3              | <u>   </u><br>42   | <u>   </u><br>44   | <u>   </u><br>46   |
| #4              | <u>   </u><br>47   | <u>   </u><br>49   | <u>   </u><br>51   |
| #5              | <u>   </u><br>52   | <u>   </u><br>54   | <u>   </u><br>56   |
| #6              | <u>   </u><br>57   | <u>   </u><br>59   | <u>   </u><br>61   |
| #7              | <u>   </u><br>62   | <u>   </u><br>64   | <u>   </u><br>66   |

# CODES FOR IMPACT CONFIGURATION

## FRONT OF CASE VEHICLE

- (11) AND FRONT OF CONTACTED VEHICLE
- (13) AND SIDE OF CONTACTED VEHICLE
- (14) AND REAR OF CONTACTED VEHICLE
- (16) ENDSWIPE BY CONTACTED VEHICLE
- (17) AND OBJECT
- (19) AND UNKNOWN OTHER VEHICLE CONFIGURATION

## LEFT SIDE OF CASE VEHICLE

- (21) AND FRONT OF CONTACTED VEHICLE (TYPE T)
- (22) AND FRONT OF CONTACTED VEHICLE (TYPE L)
- (23) AND SIDE OF CONTACTED VEHICLE (NOT SIDESWIPE)
- (24) AND REAR OF CONTACTED VEHICLE (TYPE T)
- (25) AND REAR OF CONTACTED VEHICLE (TYPE L)
- (26) SIDESWIPE BY CONTACTED VEHICLE
- (27) AND OBJECT
- (29) AND UNKNOWN OTHER VEHICLE CONFIGURATION

## REAR OF CASE VEHICLE

- (31) AND FRONT OF CONTACTED VEHICLE
- (33) AND SIDE OF CONTACTED VEHICLE
- (34) AND REAR OF CONTACTED VEHICLE
- (36) ENDSWIPE BY CONTACTED VEHICLE
- (37) AND OBJECT
- (39) AND UNKNOWN OTHER VEHICLE CONFIGURATION

## RIGHT SIDE OF CASE VEHICLE

- (41) AND FRONT OF CONTACTED VEHICLE (TYPE T)
- (42) AND FRONT OF CONTACTED VEHICLE (TYPE L)
- (43) AND SIDE OF CONTACTED VEHICLE (NOT SIDESWIPE)
- (44) AND REAR OF CONTACTED VEHICLE (TYPE T)
- (45) AND REAR OF CONTACTED VEHICLE (TYPE L)
- (46) SIDESWIPE BY CONTACTED VEHICLE
- (47) AND OBJECT
- (49) AND UNKNOWN OTHER VEHICLE CONFIGURATION

## OTHER

- (57) VEHICLE TO OBJECT
- (58) VEHICLE TO VEHICLE
- (59) VEHICLE TO VEHICLE, CONFIGURATION UNKNOWN

## ROLLOVER

- (61) LESS THAN 360°
- (62) 360° OR MORE
- (69) DETAILS UNKNOWN

## UNKNOWN

- (99) IMPACT TYPE UNKNOWN

## DAMAGE DA-4

## CODES FOR VEHICLE/OBJECT CONTACTED

## VEHICLE/OBJECT GROUPS

- (00) NO OBJECT
- (01) - (39) PASSENGER VEHICLE & TRUCK
- (40) - (69) OTHER VEHICLE
- (70) - (76) PEDESTRIAN & ON-ROADWAY OBJECT
- (77) - (97) OFF-ROADWAY OBJECT

- (98) OTHER (DESCRIBE)
- (99) UNKNOWN

## PASSENGER VEHICLE

- (02) LARGE
- (03) LIMOUSINE
- (17) PICKUP
- (20) UNKNOWN PASSENGER VEHICLE BODY
- (24) SUB-MINI
- (25) MINI
- (26) SUB-COMPACT
- (27) COMPACT
- (28) INTERMEDIATE
- (29) FULL

## SIZE

## WHEELBASE

|              |                                |
|--------------|--------------------------------|
| SUB-MINI     | < 2286 mm (< 90")              |
| MINI         | 2286 - 2412 mm (90" - 94.9")   |
| SUB-COMPACT  | 2413 - 2539 mm (95" - 99.9")   |
| COMPACT      | 2540 - 2666 mm (100" - 104.9") |
| INTERMEDIATE | 2667 - 2793 mm (105" - 109.9") |
| FULL         | 2794 - 2920 mm (110" - 114.9") |
| LARGE        | 2921 - 3174 mm (115" - 124.9") |
| LIMOUSINE    | > 3175 mm (> 125")             |

## MULTIPURPOSE PASSENGER VEHICLE

- (11) SMALL VAN (MINI)
- (12) PICKUP
- (14) SMALL UTILITY (WHEELBASE LESS THAN 107",  
E.G. JEEP, BRONCO)
- (15) LARGE UTILITY (WHEELBASE MORE THAN 107",  
E.G. PANEL TRUCK, SUBURBAN)
- (16) PICKUP TRUCK WITH CANOPY/SHELL COVER
- (17) PICKUP CAR WITH CANOPY/SHELL COVER
- (21) MOTOR HOME
- (22) PICKUP TRUCK WITH SLIDE-IN CAMPER
- (23) PICKUP CAR WITH SLIDE-IN CAMPER
- (31) CHASSIS-MOUNTED CAMPER

## TRUCK

- (11) SMALL VAN (E.G. ECONOLINE)
- (12) PICKUP TRUCK
- (13) UNKNOWN LIGHT TRUCK
- (15) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)
- (16) PICKUP TRUCK WITH CANOPY/SHELL COVER
- (22) PICKUP TRUCK WITH SLIDE-IN CAMPER
- (30) UNKNOWN TRUCK TYPE
- (31) CHASSIS-MOUNTED CAMPER
- (33) DELIVERY VAN (WALK-IN)
- (34) STRAIGHT TRUCK
- (35) TRUCK-TRACTOR (BOBTAIL)
- (36) CHASSIS-CAB
- (37) UNKNOWN HEAVY TRUCK
- (38) TRACTOR & SEMI-TRAILER (SEMI)
- (39) TRUCK (OR SEMI) & FULL TRAILER(S)

## BUS

- (40) UNKNOWN BUS TYPE
- (41) SCHOOL BUS
- (42) INTERCITY BUS (BETWEEN CITIES)
- (43) TRANSIT BUS (INTRACITY)
- (44) STREETCAR (ON TRACKS)

## MOTORCYCLE

- (50) UNKNOWN MOTORCYCLE TYPE
- (51) 1 - 75 cc
- (52) 76 - 125 cc
- (53) 126 - 250 cc
- (54) 251 - 500 cc
- (55) 501 - 750 cc
- (56) 751 cc +
- (57) 3-WHEELS (OR WITH SIDECAR)

## SPECIAL PURPOSE VEHICLE

- (60) UNKNOWN/OTHER SPECIAL VEHICLE (DESCRIBE)
- (61) SNOWMOBILE
- (62) ATV (ALL TERRAIN VEHICLE)
- (63) AMPHIBIOUS VEHICLE
- (64) FARM VEHICLE
- (65) CONSTRUCTION VEHICLE
- (66) TRAILER, PRIVATE (CAMPER)
- (67) TRAILER, COMMERCIAL (CARGO)
- (68) TRAIN (CARS)
- (69) LOCOMOTIVE (ENGINE, SWITCHER)

## OBJECT

- (70) PEDESTRIAN
- (71) BICYCLIST, OTHER PEDALCYCLIST
- (72) PEDESTRIAN CONVEYANCE (E.G. PERSON RIDING  
ANIMAL, CART)
- (73) LARGE ANIMAL
- (74) FALLEN OBJECT (E.G. OBJECT DISLODGED FROM  
OTHER VEHICLE, FALLEN TREE, ROCKS)
- (75) ROCKS
- (76) CONSTRUCTION EQUIPMENT (EXCLUDING (65))
- (77) SIGN POST, UTILITY POLE, TREE
- (78) DITCH
- (79) EMBANKMENT, SNOWBANK, RR TRACKS RR X
- (80) GROUND (ROLLOVER ONLY)
- (81) CURB (DAMAGE PRODUCING IMPACTS ONLY)
- (82) CULVERT
- (83) FENCE
- (84) HYDRANT, SHORT POST, STUMP
- (85) SMALL POST/TREE, RURAL MAIL BOX, MILE  
MARKER, DELINEATOR
- (86) BUILDING
- (87) PIER, PILLAR, BRIDGE SUPPORT
- (88) ABUTMENT, RETAINING WALL
- (89) BRIDGE RAIL
- (90) GUARD RAIL, LEADING SECTION
- (91) GUARD RAIL, MIDDLE OR UNKNOWN
- (92) GUARD RAIL, TRAILING SECTION
- (93) GUARD POST (TIMBER, METAL, CONCRETE)
- (94) CABLE, FENCE BARRIER
- (95) CONCRETE BARRIER (MEDIAN)
- (96) IMPACT ATTENUATOR
- (97) BREAKAWAY FEATURES



Duplicate columns 1-8  
from the previous card.

Module C R Format 0 1  
9 10 11 12

# CRASH RECONSTRUCTION CR-1

for  $\Delta V$

|  | CASE VEHICLE PRIMARY IMPACT |                        | CASE VEHICLE SECONDARY IMPACT |                   |
|--|-----------------------------|------------------------|-------------------------------|-------------------|
|  | CASE VEHICLE                | CONTACTED VEHICLE      | CASE VEHICLE                  | CONTACTED VEHICLE |
| EVENT NUMBER   | <u>1</u><br>13              |                        | <u>47</u>                     |                   |
| $\Delta V$ (km/h) TOTAL                                  | <u>023</u><br>14 15 16      | <u>033</u><br>32 33 34 | <u>48 49 50</u>               | <u>66 67 68</u>   |
| LONGITUDINAL*  | <u>-021</u><br>17 20        | <u>-011</u><br>35 38   | <u>51 54</u>                  | <u>69 72</u>      |
| LATERAL*   | <u>+008</u><br>21 24        | <u>-031</u><br>39 42   | <u>55 58</u>                  | <u>73 76</u>      |
| *NOTE: THESE $\Delta V$ COMPONENTS<br>MUST INCLUDE SIGN. |                             |                        |                               |                   |
| EXAMPLES: 10 km/h = $\pm 010$<br>-7 km/h = $-007$        |                             |                        |                               |                   |
| ENERGY DISSIPATED BY<br>CRUSH (Kj)                       | <u>0109</u><br>25 28        | <u>1244</u><br>43 46   | <u>59 62</u>                  | <u>77 80</u>      |
| RECONSTRUCTION   |                             |                        |                               |                   |
| (01) RECONSTRUCTED, UNKNOWN<br>CONFIDENCE LEVEL          | <u>22</u><br>29 30          |                        | <u>63 64</u>                  |                   |
| (21) RECONSTRUCTED, LOW<br>CONFIDENCE LEVEL              |                             |                        |                               |                   |
| (22) RECONSTRUCTED, MODERATE<br>CONFIDENCE LEVEL         |                             |                        |                               |                   |
| (23) RECONSTRUCTED, HIGH<br>CONFIDENCE LEVEL             |                             |                        |                               |                   |
| NOT RECONSTRUCTED BECAUSE                                |                             |                        |                               |                   |
| (02) INSUFFICIENT DATA                                   |                             |                        |                               |                   |
| (03) EXCESSIVE UNDERRIDE/<br>OVERRIDE                    |                             |                        |                               |                   |
| (04) ROLLOVER  |                             |                        |                               |                   |
| (05) VAULTING  |                             |                        |                               |                   |
| (06) OTHER TRAVEL IN MORE<br>THAN ONE PLANE              |                             |                        |                               |                   |
| (07) NON-HORIZONTAL FORCE                                |                             |                        |                               |                   |
| (08) SIDESWIPE-TYPE DAMAGE                               |                             |                        |                               |                   |
| (09) YIELDING OBJECT                                     |                             |                        |                               |                   |
| (10) OTHER: _____  |                             |                        |                               |                   |
| (11) AT LEAST ONE VEHICLE<br>BEYOND SCOPE                |                             |                        |                               |                   |
| (12) OTHER VEHICLE NOT<br>INSPECTED                      |                             |                        |                               |                   |
| MODE   |                             |                        |                               |                   |
| (1) CDC ONLY   | <u>2</u><br>31              |                        | <u>65</u>                     |                   |
| (2) CDC & DETAILED DAMAGE                                |                             |                        |                               |                   |
| (3) TRAJECTORY & CDC                                     |                             |                        |                               |                   |
| (4) TRAJECTORY & CDC &<br>DETAILED DAMAGE                |                             |                        |                               |                   |
| (5) NOT RECONSTRUCTED                                    |                             |                        |                               |                   |
| COMPUTER PROGRAM<br>SPECIFY: <u>WILSON</u>               |                             |                        |                               |                   |

Duplicate columns 1-8  
from the previous card.

Module C R Format 0 2  
9 10 11 12

# CRASH RECONSTRUCTION CR-2

for EBS

|   | CASE VEHICLE PRIMARY IMPACT |                        | CASE VEHICLE SECONDARY IMPACT |                         |
|---|-----------------------------|------------------------|-------------------------------|-------------------------|
|   | CASE VEHICLE                | CONTACTED VEHICLE      | CASE VEHICLE                  | CONTACTED VEHICLE       |
| EVENT NUMBER                                      | <u>1</u><br>13              |                        | <u>47</u>                     |                         |
| EBS (km/h) TOTAL                                  | <u>010</u><br>14 15 16      | <u>042</u><br>32 33 34 | <u>    </u><br>48 49 50       | <u>    </u><br>66 67 68 |
| LONGITUDINAL*                                     | <u>-010</u><br>17 20        | <u>-014</u><br>35 38   | <u>    </u><br>51 54          | <u>    </u><br>69 72    |
| LATERAL*  | <u>+004</u><br>21 24        | <u>-039</u><br>39 42   | <u>    </u><br>55 58          | <u>    </u><br>73 76    |
| *NOTE: THESE EBS COMPONENTS<br>MUST INCLUDE SIGN. |                             |                        |                               |                         |
| EXAMPLES: 10 km/h = ±010<br>-7 km/h = -007        |                             |                        |                               |                         |
| ENERGY DISSIPATED BY<br>CRUSH (kj)                | <u>0117</u><br>25 28        | <u>1244</u><br>43 46   | <u>    </u><br>59 62          | <u>    </u><br>77 80    |
| RECONSTRUCTION                                    |                             |                        |                               |                         |
| (01) RECONSTRUCTED, UNKNOWN<br>CONFIDENCE LEVEL   | <u>22</u><br>29 30          |                        | <u>    </u><br>63 64          |                         |
| (21) RECONSTRUCTED, LOW<br>CONFIDENCE LEVEL       |                             |                        |                               |                         |
| (22) RECONSTRUCTED, MODERATE<br>CONFIDENCE LEVEL  |                             |                        |                               |                         |
| (23) RECONSTRUCTED, HIGH<br>CONFIDENCE LEVEL      |                             |                        |                               |                         |
| NOT RECONSTRUCTED BECAUSE                         |                             |                        |                               |                         |
| (02) INSUFFICIENT DATA                            |                             |                        |                               |                         |
| (03) EXCESSIVE UNDERRIDE/<br>OVERRIDE             |                             |                        |                               |                         |
| (04) ROLLOVER                                     |                             |                        |                               |                         |
| (05) VAULTING                                     |                             |                        |                               |                         |
| (06) OTHER TRAVEL IN MORE<br>THAN ONE PLANE       |                             |                        |                               |                         |
| (07) NON-HORIZONTAL FORCE                         |                             |                        |                               |                         |
| (08) SIDESWIPE-TYPE DAMAGE                        |                             |                        |                               |                         |
| (09) YIELDING OBJECT                              |                             |                        |                               |                         |
| (10) OTHER:                                       |                             |                        |                               |                         |
| (11) AT LEAST ONE VEHICLE<br>BEYOND SCOPE         |                             |                        |                               |                         |
| (12) OTHER VEHICLE NOT<br>INSPECTED               |                             |                        |                               |                         |
| MODE  |                             |                        |                               |                         |
| (1) CDC ONLY                                      | <u>2</u><br>31              |                        | <u>    </u><br>65             |                         |
| (2) CDC & DETAILED DAMAGE                         |                             |                        |                               |                         |
| (3) TRAJECTORY & CDC                              |                             |                        |                               |                         |
| (4) TRAJECTORY & CDC &<br>DETAILED DAMAGE         |                             |                        |                               |                         |
| (5) NOT RECONSTRUCTED                             |                             |                        |                               |                         |
| COMPUTER PROGRAM<br>SPECIFY: <u>WINMPC</u>        |                             |                        |                               |                         |

## CRASH RECONSTRUCTION CR-3

**NOTES:**

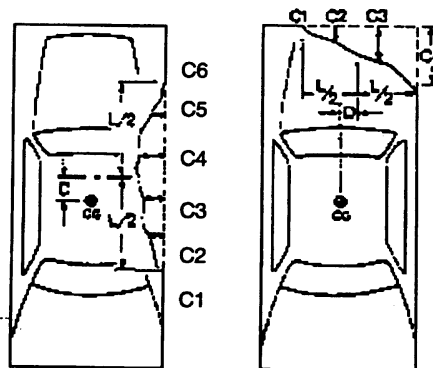
1. ENTER CRASH RECONSTRUCTION DAMAGE MEASUREMENTS IN CENTIMETERS.
2. MEASURE  $C_1$  TO  $C_6$  FROM DRIVER TO PASSENGER SIDE IN FRONT OR REAR IMPACTS, REAR TO FRONT IN SIDE IMPACTS.
3.  $D$  IS POSITIVE IF MEASURED TO A POINT FORWARD OF OR TO THE RIGHT OF THE CG.
4. USE THE CENTER OF THE WHEELBASE AS THE CG.

## CASE VEHICLE

## LOCATOR

**Locate the end of the damage with respect to the vehicle longitudinal center line, or an undamaged axle for side impacts.**

| Specific Impact No. | Location of Direct Damage | Location of Field L |
|---------------------|---------------------------|---------------------|
| 1                   | BC TO BC                  | BC TO BC            |
|                     |                           |                     |
|                     |                           |                     |



**PLANE:**

- (1) Bumper  
(2) Above Bumper  
(3) Sill  
(4) Above Sill  
(5) Other \_\_\_\_\_  
(9) Unknown

DL \_\_\_\_\_

UDL

### CRUSH PROFILE IN CENTIMETERS

**NOTE:** Each line in the table below is a separate record (card).

**Duplicate columns 1 - 12 for each completed line.**

[illegible]

Duplicate columns 1-8  
from the previous card.

Module C R Format 0 4  
9 10 11 12

# CRASH RECONSTRUCTION CR-4

## NOTES:

1. ENTER CRASH RECONSTRUCTION DAMAGE MEASUREMENTS IN CENTIMETERS.
2. MEASURE  $C_1$  TO  $C_6$  FROM DRIVER TO PASSENGER SIDE IN FRONT OR REAR IMPACTS, REAR TO FRONT IN SIDE IMPACTS.
3.  $D$  IS POSITIVE IF MEASURED TO A POINT FORWARD OF OR TO THE RIGHT OF THE CG.
4. USE THE CENTER OF THE WHEELBASE AS THE CG.

OTHER VEHICLE

LOCATOR

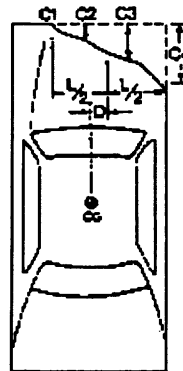
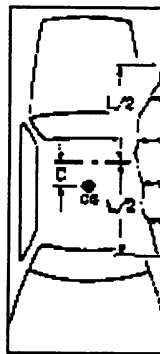
Locate the end of the damage with respect to the vehicle longitudinal center line, or an undamaged axle for side impacts.

| Specific Impact No. | Location of Direct Damage         | Location of Field L                                |
|---------------------|-----------------------------------|--|
| 1                   | BEGINS 9-cm FORWARD OF REAR WHEEL | BEGINS AT FRONT DOOR PANEL 239 cm to QUARTER PANEL |

C4 is max crush

## PLANE:

- (1) Bumper
- (2) Above Bumper
- (3) Sill
- (4) Above Sill
- (5) Other \_\_\_\_\_
- (9) Unknown



DL \_\_\_\_\_

UDL \_\_\_\_\_

## CRUSH PROFILE IN CENTIMETERS

NOTE: Each line in the table below is a separate record (card).

Duplicate columns 1 - 12 for each completed line.

| Specific Impact Number | Plane of Impact C-Measur. | Direct Damage |           | Field L  | C <sub>1</sub> | C <sub>2</sub> | C <sub>3</sub> | C <sub>4</sub> | C <sub>5</sub> | C <sub>6</sub> | ±D          |
|------------------------|---------------------------|---------------|-----------|----------|----------------|----------------|----------------|----------------|----------------|----------------|-------------|
|                        |                           | Length (DDL)  | Max Crush |          |                |                |                |                |                |                |             |
| 1                      | 4                         | 170           | 55.5      | 239      | 2              | 30             | 49.5           | 55.5           | 25.5           | 0              | -48         |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
| 1                      | 4                         | 170           | 056       | 239      | 002            | 030            | 050            | 056            | 026            | 000            | -048        |
| 13                     | 14                        | 15 16 17      | 18 19 20  | 21 22 23 | 24 25 26       | 27 28 29       | 30 31 32       | 33 34 35       | 36 37 38       | 39 40 41       | 42 43 44 45 |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
| 2                      |                           |               |           |          |                |                |                |                |                |                |             |

Duplicate columns 1-8  
from the previous card.Module W T Format 0 1  
9 10 11 12

## WHEELS AND TIRES

WT-1

## WHEELS--DAMAGED

- (0) NO  
(1) YES  
(9) UNKNOWN

LF

0  
13

RF

0

RR

0

LR

0  
16

SIZE (NOT DOT CODE. IF UNKNOWN, USE 9'S)

LF

P 225 60 R 16  
25

RF

35

RR

45

LR

55

## TIRE TREAD TYPE

- (1) REGULAR  
(2) SNOW  
(3) SLICKS  
(4) ALL WEATHER (MS)  
(7) OTHER: \_\_\_\_\_  
(9) UNKNOWN

LF

4  
17

RF

4

RR

4

LR

4  
20

## CARCASS CONSTRUCTION

- (1) BIAS  
(2) BELTED BIAS  
(3) RADIAL  
(4) ELLIPTICAL  
(5) HI PRESSURE SPARE  
(6) SPACE SAVER SPARE  
(7) OTHER: \_\_\_\_\_  
(9) UNKNOWN

LF

3  
21

RF

3

RR

3

LR

3  
24

IF VEHICLE IS EQUIPPED WITH DUAL  
WHEELS, COMPLETE FOR OUTER WHEELS  
AND MAKE NOTES ON INNER WHEELS.

NOTES: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Duplicate columns 1-8  
from the previous card.

Module F T Format 0 1  
9 10 11 12

# FUEL AND FUEL TANKS FT-1

|  |                     |   |                     |
|--|---------------------|---|---------------------|
| <b>TYPE OF PROPULSIVE FUEL</b><br>(1) GASOLINE<br>(2) DIESEL OIL<br>(3) LPG<br>(4) ELECTRIC<br>(7) OTHER: _____<br>(9) UNKNOWN | <u>1</u><br>13      | <b>AUXILIARY TANK TYPE</b><br>(1) OEM TANK<br>(2) AFTER MARKET TANK<br>(8) NOT APPLICABLE (NOT EQUIPPED)<br>(9) UNKNOWN | <u>8</u><br>21      |
| <b>MAIN TANK LOCATION</b>  | <u>322</u><br>14 16 | <b>AUXILIARY TANK LOCATION</b>  | <u>888</u><br>22 24 |
| <b>MAIN FILLER CAP LOCATION</b><br>LR  | <u>113</u><br>17 19 | <b>AUXILIARY FILLER CAP LOCATION</b>  | <u>888</u><br>25 27 |
| <b>MAIN TANK MATERIAL</b>  | <u>1</u><br>20      | <b>AUXILIARY TANK MATERIAL</b>  | <u>8</u><br>28      |

## TANK AND FILLER CAP LOCATION CODES

### FIRST DIGIT (LONGITUDINAL)

- (1) BEHIND KICK-UP
- (2) IN KICK-UP
- (3) BETWEEN KICK-UP & COWL
- (4) FORWARD OF COWL
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

### SECOND DIGIT (LATERAL)

- (1) LEFT OF FRAME
- (2) WITHIN FRAME OR CENTERED
- (3) RIGHT OF FRAME
- (4) DUAL, RIGHT & LEFT TANKS
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

### THIRD DIGIT (VERTICAL)

- (1) BELOW FRAME
- (2) WITHIN FRAME OR CENTERED
- (3) ABOVE FRAME
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

## TANK MATERIAL CODES

- (1) STEEL
- (2) ALUMINUM
- (3) PLASTIC
- (7) OTHER
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

Duplicate columns 1-8  
from the previous card.

Module F L Format 0 1  
9 10 11 12

FUEL LEAKAGE FL-1

DID FUEL LEAKAGE RESULT FROM A CRASH EVENT

(0) NO KNOWN LEAKAGE SKIP PAGE.

(1) YES COMPLETE PAGE.

0  
13

| LEAK<br>NUMBER | I<br>LEAKING<br>COMPONENT | II<br>COMPONENT<br>SOURCE | III<br>TYPE OF<br>DAMAGE | IV<br>SEVERITY<br>OF DAMAGE | V<br>LOCATION OF<br>LEAK | EVENT<br>NUMBER |
|----------------|---------------------------|---------------------------|--------------------------|-----------------------------|--------------------------|-----------------|
| #1             | <u>14</u> <u>15</u>       | —                         | —                        | —                           | — —                      | <u>21</u>       |
| #2             | <u>22</u> <u>23</u>       | —                         | —                        | —                           | — —                      | <u>29</u>       |
| #3             | <u>30</u> <u>31</u>       | —                         | —                        | —                           | — —                      | <u>37</u>       |
| #4             | <u>38</u> <u>39</u>       | —                         | —                        | —                           | — —                      | <u>45</u>       |
| #5             | <u>46</u> <u>47</u>       | —                         | —                        | —                           | — —                      | <u>53</u>       |

I LEAKING COMPONENT

TANK AREA

- (11) MAIN FUEL TANK (INCLUDING VAPOR RECOVERY DOME)
- (12) AUXILIARY FUEL TANK
- (13) MAIN TANK FILLER TUBE
- (14) MAIN TANK CAP (GAS CAP)
- (15) AUXILIARY TANK FILLER TUBE
- (16) AUXILIARY TANK CAP (GAS CAP)
- (19) TANK AREA, DETAILS UNKNOWN

DELIVERY SYSTEM

- (21) FUEL FEED LINE (MAIN TANK TO FUEL PUMP)
- (22) FUEL FEED LINE (AUXILIARY TANK TO FUEL PUMP)
- (23) FUEL RETURN LINE (FUEL PUMP TO TANK)
- (24) INLINE FUEL FILTER
- (25) FUEL LINE (PUMP TO CARBURETOR OR INJECTOR PUMP)
- (26) CARBURETOR TO INJECTOR PUMP
- (27) FUEL PUMP
- (29) DELIVERY SYSTEM, DETAILS UNKNOWN

EVAPORATIVE EMISSION CONTROL SYSTEM

- (31) ATMOSPHERIC VENT PIPE (NON-EEC EQUIPPED)
- (32) EEC PIPE (VAPOR CANISTER TO CARBURETOR)

EEC SYSTEM (CONTINUED)

- (33) VAPOR RECOVERY HOSES (CANISTER TO CARBURETOR)
- (34) LIQUID-VAPOR SEPARATOR (UNLESS PART OF TANK)
- (35) CANISTER
- (39) EEC SYSTEM, DETAILS UNKNOWN

- (49) ENGINE COMPARTMENT, COMPONENT UNKNOWN
- (99) COMPONENT UNKNOWN

II COMPONENT SOURCE

- (1) OEM
- (2) AFTER MARKET
- (9) UNKNOWN

III TYPE OF DAMAGE

- (1) DENTED/CRUSHED
- (2) PUNCTURED
- (3) RUPTURED
- (4) SEVERED/GROSS TEARS
- (5) DISCONNECTED/DEFEATED
- (9) UNKNOWN

IV SEVERITY OF DAMAGE

- (1) MINOR
- (2) MODERATE
- (3) SEVERE
- (4) DISCONNECTED/DEFEATED
- (9) UNKNOWN

V LOCATION OF LEAK

FIRST DIGIT  
(LONGITUDINAL LOCATION)

- (1) F, FORWARD OF COWL
- (2) P, BETWEEN COWL & REAR BULKHEAD
- (3) B, BEHIND REAR BULKHEAD
- (4) Y, F, & P
- (5) Z, P, & B
- (6) D, DISTRIBUTED (F, P & B)
- (9) UNKNOWN

SECOND DIGIT  
(LATERAL LOCATION)

- (1) L, LEFT
- (2) C, CENTER
- (3) R, RIGHT
- (4) Y, LEFT CENTER (L & C)
- (5) Z, RIGHT CENTER (R & C)
- (6) D, DISTRIBUTED (F, P & B)
- (9) UNKNOWN

Duplicate columns 1-8  
from the previous card.

Module F R Format 0 1  
9 10 11 12

FIRE FR-1

WAS THERE FIRE IN OR ON CASE VEHICLE?

(0) NO SKIP PAGE.

(1) YES COMPLETE PAGE.

0  
13

DID FIRE START IN CASE VEHICLE?

- (0) NO
- (1) YES
- (9) UNKNOWN

      
14

SEVERITY OF FIRE DAMAGE

- (1) MINOR
- (2) MODERATE
- (3) SEVERE
- (9) UNKNOWN

      
16

FLAME PROPOGATION RATE

- (1) RAPID/EXPLOSIVE
- (2) SLOW/MODERATE
- (9) UNKNOWN

      
15

DID AN INJURY TO CASE  
VEHICLE OCCUPANT RESULT FROM  
FIRE IN OR ON CASE VEHICLE?

- (0) NO
- (1) YES
- (9) UNKNOWN

      
17

PROVIDE NOTES IF FIRE OCCURRED.

Duplicate columns 1-8  
from the previous card.Module E D Format 0 1  
9 10 11 12

## EXTERIOR DAMAGE

ED-1

## HOOD PERFORMANCE

FOR THE FOLLOWING, USE CODES:

- (0) NO  
(1) YES  
(8) NOT APPLICABLE  
(9) UNKNOWN

HOOD LATCH(ES)- -RELEASED

0  
13

-DAMAGED

0  
14

-JAMMED

8  
15

HOOD HINGES- -LEFT, DAMAGED

0  
16-LEFT, SEPARATED  
(COMPLETE)8  
17

-RIGHT, DAMAGED

0  
18-RIGHT, SEPARATED  
(COMPLETE)8  
19

HOOD REMAINED ON VEHICLE

1  
20

REAR EDGE OF HOOD- -ELEVATED

1  
21

-CONTACTED WINDSHIELD

0  
22

-PENETRATED WINDSHIELD

8  
23

HOOD LATCH LOCATION

- (1) FRONT OF VEHICLE  
(2) COWL AREA  
(3) SIDE  
(8) NOT APPLICABLE  
(9) UNKNOWN

1  
24

## STEERING COL FLEXIBLE COUPLING

FLEXIBLE COUPLING TYPE

- (0) NONE  
(1) FLEXIBLE MATERIAL  
(2) POT  
(3) SINGLE U-JOINT  
(4) DOUBLE U-JOINT  
(5) FLEXIBLE CABLE  
(6) COMBINATION OF ABOVE  
(CIRCLE EACH)  
(7) OTHER: \_\_\_\_\_  
(8) EQUIPPED, TYPE UNKNOWN  
(9) UNKNOWN, IF EQUIPPED

9  
26

COUPLING-

-DAMAGED

9  
27(USE CODES  
FROM HOOD  
PERFORMANCE)-SEPARATED  
(COMPLETE)9  
28

## ENG COMPART TELESCOPING UNIT

TYPE OF UNIT

- (00) NONE INSTALLED  
(01) - (07) SEE UNITS ON PAGE ED-2  
(88) NOT COLLECTED  
(97) OTHER: \_\_\_\_\_  
(98) EQUIPPED, TYPE UNKNOWN  
(99) UNKNOWN IF EQUIPPED

8 8  
29 30

ORIGINAL LENGTH (mm)

F (OR H): \_\_\_\_\_

TELESCOPED LENGTH (mm)

G: \_\_\_\_\_

DIFFERENCE (mm)

F (OR H) - G

(IF LESS THAN 15mm, ENTER "000".)

- (888) NOT COLLECTED  
(991) NOT MEASURED/NO  
COMPRESSION  
(992) COMPRESSED, AMOUNT  
UNKNOWN  
(993) DEVICE EXTENDED  
(997) UNABLE TO BE MEASURED  
(998) NOT APPLICABLE (NOT  
EQUIPPED)  
(999) UNKNOWN

8 8 8  
31 33

## ENGINE OR TRANSMISSION MOUNT

SEPARATION (COMPLETE)

- (0) NO  
(1) YES  
(9) UNKNOWN

0  
25

## LEFT-SIDE BODY MOUNT

DID BODY MOUNT SEPARATE?

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

0  
 34

## LEFT DOORS

HOW DID DOORS  
OPEN DURING COLLISION?

USE CODES:

(0) DOOR DID NOT OPEN

OPENED BECAUSE OF

- (1) HINGE AREA SEPARATION  
 (2) DOOR-LATCH SEPARATION  
 (3) LATCH-STRIKER SEPARATION  
 (4) STRIKER-PILLAR SEPARATION  
 (5) BODY DISTORTION  
 (6) COMBINATION OF ABOVE  
 (CIRCLE EACH)  
 (7) OPENED, REASON UNKNOWN

- (8) NOT APPLICABLE (NO DOOR)  
 (9) UNKNOWN

## LEFT PILLARS

PILLARS SEPARATED COMPLETELY -

USE CODES:

- (0) NO  
 (1) YES  
 (4) NO SEPARATION, BUT DAMAGED  
 (8) NOT APPLICABLE (NOT EQUIPPED)  
 (9) UNKNOWN

-A-PILLAR, UPPER

0  
 35

LOWER

0  
 36

-B-PILLAR, UPPER

0  
 37

LOWER

0  
 38

-C-PILLAR, UPPER

0  
 39

LOWER

0  
 40

-D-PILLAR, UPPER

8  
 41

LOWER

8  
 42

-FRONT

0  
 43

-REAR

0  
 44

DOORS JAMMED CLOSED-

USE CODES:

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE (NO DOOR)  
 (9) UNKNOWN

-FRONT

0  
 45

-REAR

0  
 46

## EXTERIOR DAMAGE

ED-3

## REAR DOOR

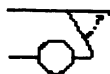
## REAR DOOR TYPE

- (0) NO DOOR (INCLUDES PICKUPS)
- (1) HATCHBACK
- (2) ONE-WAY TAILGATE
- (3) TWO-WAY TAILGATE
- (4) CLAMSHELL/DISAPPEARING TAILGATE
- (5) SINGLE DOOR
- (6) DOUBLE DOOR
- (9) UNKNOWN

Hatchback



One-way



Two-way



or



Clamshell



Single door



Double door

HOW DID DOOR  
OPEN DURING COLLISION?

- (0) DOOR DID NOT OPEN

## OPENED BECAUSE OF

- (1) HINGE AREA SEPARATION
- (2) DOOR-LATCH SEPARATION
- (3) LATCH-STRIKER SEPARATION
- (4) STRIKER-PILLAR SEPARATION
- (5) BODY DISTORTION
- (6) COMBINATION OF ABOVE  
(CIRCLE EACH)
- (7) OPENED, REASON UNKNOWN
- (8) NOT APPLICABLE (NO DOOR)
- (9) UNKNOWN

## DOOR JAMMED CLOSED

- (0) NO
- (1) YES
- (8) NOT APPLICABLE (NO DOOR)
- (9) UNKNOWN

## OTHER REAR DAMAGE

WAS PARTITION TO LUGGAGE AREA  
DAMAGED DURING COLLISION?

- (0) NO
- (1) YES
- (8) NOT APPLICABLE
- (9) UNKNOWN

## SPARE TIRE

- (0) NO SPARE TIRE
- (1) NOT ATTACHED BEFORE COLLISION
- (2) ATTACHED, NOT SEPARATED IN COLLISION
- (3) ATTACHED, SEPARATED DUE TO COLLISION
- (8) NOT COLLECTED
- (9) UNKNOWN

## TRAILER HITCH TYPE

- (0) NO HITCH

## BALL-AND-SOCKET TYPES

- (1) TEMPORARY FRAMEWORK (E.G. RENTAL CLAMP-ON)
- (2) BUMPER-MOUNT ONLY (E.G. LIGHT TRUCK)
- (3) BUMPER-AND-FRAME (BUT NON-EQUALIZING)
- (4) LOAD EQUALIZING

## OTHER TYPES

- (5) RING-AND-PINTLE
- (6) FIFTH-WHEEL (INCL. P/U)
- (7) OTHER (E.G. CLEVIS-AND-PIN)

- (8) EQUIPPED, TYPE UNKNOWN
- (9) UNKNOWN IF EQUIPPED

TRAILER TYPE  
(AT TIME OF COLLISION)

- (0) NO TRAILER
- (1) TRAVEL-TRAILER/CAMPER
- (2) MOBILE HOME
- (3) BOAT/SNOWMOBILE/ATV TRAILER
- (4) UTILITY TRAILER
- (5) TOWED CAR
- (7) OTHER: \_\_\_\_\_
- (8) TRAILER, TYPE UNKNOWN
- (9) UNKNOWN

## RIGHT-SIDE BODY MOUNT

DID BODY MOUNT SEPARATE?

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

0  
 54

## RIGHT PILLARS

PILLARS SEPARATED COMPLETELY -

USE CODES:

- (0) NO  
 (1) YES  
 (4) NO SEPARATION, BUT DAMAGED  
 (8) NOT APPLICABLE (NOT EQUIPPED)  
 (9) UNKNOWN

-A-PILLAR, UPPER

0  
 55

LOWER

0  
 56

-B-PILLAR, UPPER

0  
 57

LOWER

0  
 58

-C-PILLAR, UPPER

0  
 59

LOWER

0  
 60

-D-PILLAR, UPPER

8  
 61

LOWER

8  
 62

## RIGHT DOORS

HOW DID DOORS  
OPEN DURING COLLISION?

USE CODES:

(00) DOOR DID NOT OPEN

OPENED BECAUSE OF

- (01) HINGE AREA SEPARATION  
 (02) DOOR-LATCH SEPARATION  
 (03) LATCH-STRIKER SEPARATION  
 (04) STRIKER-PILLAR SEPARATION  
 (05) BODY DISTORTION  
 (06) COMBINATION OF ABOVE  
 (CIRCLE EACH)  
 (07) OPENED, REASON UNKNOWN  
 (11) VAN RIGHT-REAR DOOR OPENED  
 (ANY MECHANISM)

(98) NOT APPLICABLE (NO DOOR)

(99) UNKNOWN

-FRONT

00  
 63 64

-REAR

00  
 65 66

DOORS JAMMED CLOSED-

USE CODES:

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE (NO DOOR)  
 (9) UNKNOWN

-FRONT

0  
 67

-REAR

0  
 68

VAN REAR DOOR TYPE

- (0) VAN, NO REAR DOOR  
 (1) TRACK (SLIDING) - RIGHT SIDE  
 (2) SINGLE-HINGED - RIGHT SIDE  
 (3) DOUBLE-HINGED - RIGHT SIDE  
 (4) TRACK (SLIDING) - RIGHT & LEFT SIDE  
 (5) SINGLE-HINGED - RIGHT & LEFT SIDE  
 (6) DOUBLE-HINGED - RIGHT & LEFT SIDE  
 (7) TRACK AND HINGED COMBINATION  
 (8) NOT APPLICABLE (NOT A VAN)  
 (9) UNKNOWN

8  
 69

## EXTERIOR DAMAGE

ED-5

## WINDSHIELD DAMAGE

## WINDSHIELD CRACKED

- (0) NO  
(1) YES  
(8) NOT APPLICABLE  
(9) UNKNOWN

WINDSHIELD BROKEN  
(PLASTIC INTERLAYER TORN)

- (0) NO  
(1) YES  
(8) NOT APPLICABLE  
(9) UNKNOWN

CRACKED OR BROKEN  
BY OCCUPANT CONTACT

- (0) NO  
(1) YES  
(8) NOT APPLICABLE  
(9) UNKNOWN

## EXTENT OF BOND SEPARATION

- (0) NONE  
(1) 1 - 20%  
(2) 21 - 40  
(3) 41 - 60  
(4) 61 - 80  
(5) 81 - 99  
(6) TOTAL  
(7) SEPARATED, AMOUNT  
UNKNOWN  
(8) NOT APPLICABLE  
(9) UNKNOWN

## WINDSHIELD MARK ON CASE VEHICLE:

SOLAR TINT  
FORD  
V LAMINATED R  
SUN VISOR AS I  
DOT-287 VF - [REDACTED]  
9 A  
2W - [REDACTED]

## WINDSHIELD CODE

- (97) DESCRIBED BUT NOT CODED  
(98) NOT APPLICABLE (NO WINDSHIELD)  
(99) UNKNOWN

97  
74 75

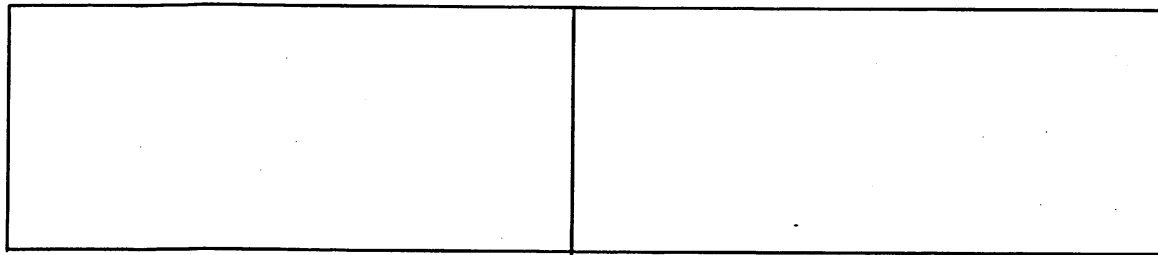
## ROOF

DID T-ROOF/SUN ROOF OPEN  
DURING COLLISION?

- (0) NO  
(1) YES  
(8) NOT APPLICABLE  
(NOT A T-ROOF OR SUN ROOF)  
(9) UNKNOWN

8  
76

LOCATE AREA OF WINDSHIELD INTEREST OR DAMAGE WITH DIMENSIONS (VERTICAL & HORIZONTAL) ON THIS DIAGRAM OF THE WINDSHIELD AS VIEWED FROM INSIDE.



L

C

R

## STEERING WHEEL

### STEERING WHEEL RIM DAMAGE

- (0) NONE
- (1) DEFORMED SLIGHTLY
- (2) SEVERELY BENT
- (3) BROKEN
- (9) UNKNOWN

0  
13

### NUMBER OF STEERING WHEEL SPOKES

- (9) UNKNOWN

2  
14

### STEERING WHL SPOKE DAMAGE

- (0) NONE
- (1) DEFORMED SLIGHTLY
- (2) SEVERELY BENT
- (3) BROKEN
- (9) UNKNOWN

0  
15

### STEERING WHEEL POSITION AT TIME OF COLLISION

IN WHAT O'CLOCK POSITION WAS THE  
NORMAL TOP OF THE WHEEL POINTED  
WHEN THE COLLISION OCCURRED?

#### EXAMPLES

O'CLOCK = 1 2



(NORMAL STRAIGHT  
AHEAD)

O'CLOCK = 0 2



O'CLOCK = 12

(99) UNKNOWN

## STEERING WHEEL ENERGY ABSORBING DEVICE

(1) EXAMPLES:



BARRACUDA, 70 - 74  
CHALLENGER, 70 - 74  
CAPRI, 71 - 77

(2) EXAMPLES:



OMNI, 78 -  
HORIZON, 78 -

## STEERING COLUMN OPTIONS

### TILT FEATURE

- (0) NOT EQUIPPED
- (1) YES, EQUIPPED, UNK POSITION
- (2) UP
- (3) MIDDLE
- (4) LOWER
- (9) UNKNOWN IF EQUIPPED

*Mid At Insp.*

4  
16

### SWING-AWAY FEATURE

- (0) NOT EQUIPPED
- (1) YES, EQUIPPED
- (9) UNKNOWN IF EQUIPPED

0  
17

### TELESCOPING FEATURE

- (0) NOT EQUIPPED
- (1) YES, EQUIPPED
- (9) UNKNOWN IF EQUIPPED

0  
18

### TYPE OF DEVICE

- (0) NONE
- (1) CONVOLUTED OR MESH CYLINDER
- (2) DEEP DISH STEERING WHEEL
- (7) OTHER: \_\_\_\_\_
- (8) NOT COLLECTED
- (9) UNKNOWN IF EQUIPPED

### ORIGINAL DIMENSION (mm)

A: \_\_\_\_\_

### DAMAGE DIMENSION (mm)

B: \_\_\_\_\_

### DIFFERENCE (mm)

A - B

- (888) NOT COLLECTED
- (991) NOT MEASURED/NO APPARENT COMPRESSION
- (992) COMPRESSED, AMOUNT UNKNOWN
- (993) DEVICE EXTENDED
- (997) UNABLE TO MEASURE
- (998) NOT APPLICABLE (NOT EQUIPPED)
- (999) UNKNOWN

8  
19

8 8 8  
20 21 22

# STEERING WHEEL AND COLUMN SC-2

## STEERING COLUMN ENERGY ABSORBING DEVICE

TYPE OF DEVICE \* (IF 27 OR 28)

- (00) NOT EQUIPPED
- (88) NOT COLLECTED
- (99) UNKNOWN

ORIGINAL LENGTH (mm)

C: \_\_\_\_\_

COMPRESSED LENGTH (mm)

D: \_\_\_\_\_

BRACKET DEFLECTION (IF CODE 36, 48,  
OR 49 ABOVE)

OR

COMPRESSION (OR EXTRUSION) (mm)

C - D (OR E) (TOLERANCE:  $\pm 10$ )

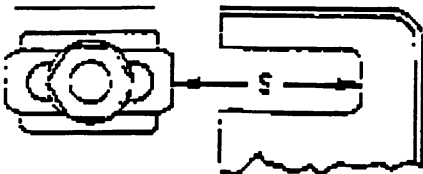
- (888) NOT COLLECTED
- (991) NOT MEASURED/NO APPARENT  
COMPRESSION
- (992) COMPRESSED, AMOUNT UNKNOWN
- (993) DEVICE EXTENDED
- (997) UNABLE TO BE MEASURED
- (998) NOT APPLICABLE (NOT EQUIPPED)
- (999) UNKNOWN

\* (ADD A & B FOR TOTAL COMPRESSION)

SHEAR CAPSULE SEPARATION (mm)

S (USE AVG. OF LEFT & RIGHT CAPSULES.)

LT:



RT:

- (888) NOT COLLECTED
- (991) NOT MEASURED/NO APPARENT  
SEPARATION
- (992) SEPARATED, AMOUNT UNKNOWN
- (997) UNABLE TO BE MEASURED
- (998) NOT APPLICABLE (NOT EQUIPPED)
- (999) UNKNOWN

COLUMN VERTICAL ROTATION

- (0) NO APPARENT ROTATION
- (1) UPWARD APPARENT ROTATION
- (2) DOWNWARD APPARENT ROTATION
- (9) UNKNOWN

COLUMN LATERAL ROTATION

- (0) NO APPARENT ROTATION
- (1) LEFT APPARENT ROTATION
- (2) RIGHT APPARENT ROTATION
- (9) UNKNOWN

## STEERING WHEEL (CONTINUED)

STEERING WHEEL HUB DAMAGE

- (0) NONE
- (1) OCCUPANT CONTACT
- (2) AIRBAG
- (3) OTHER \_\_\_\_\_
- (9) UNKNOWN

0  
33

8 8  
23 24

8 8 8  
25 27

8 8 8  
28 30

0  
31

0  
32



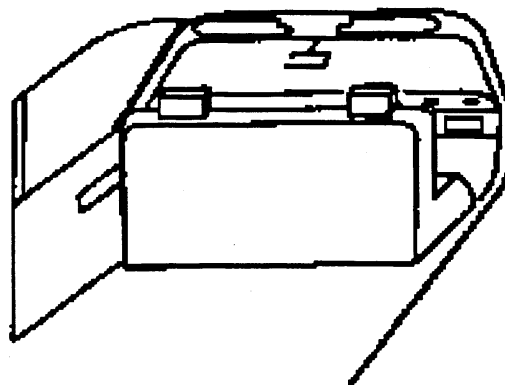
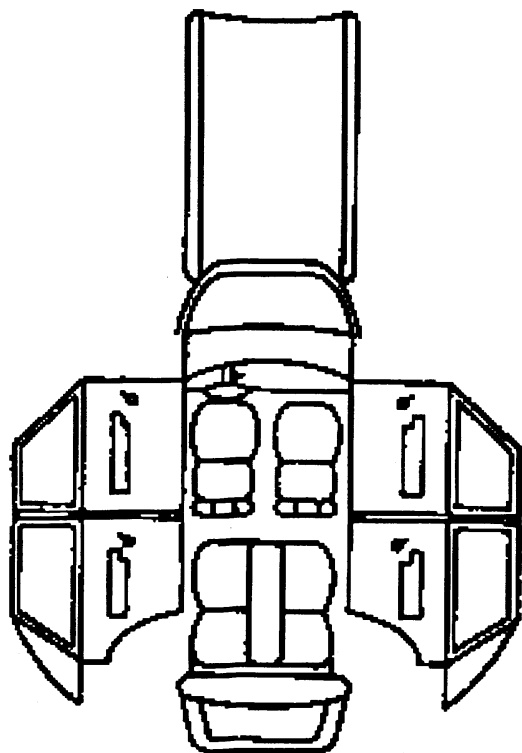
INTRUSION IT-1

[illegible]

## OCCUPANT CONTACT WORKSHEET

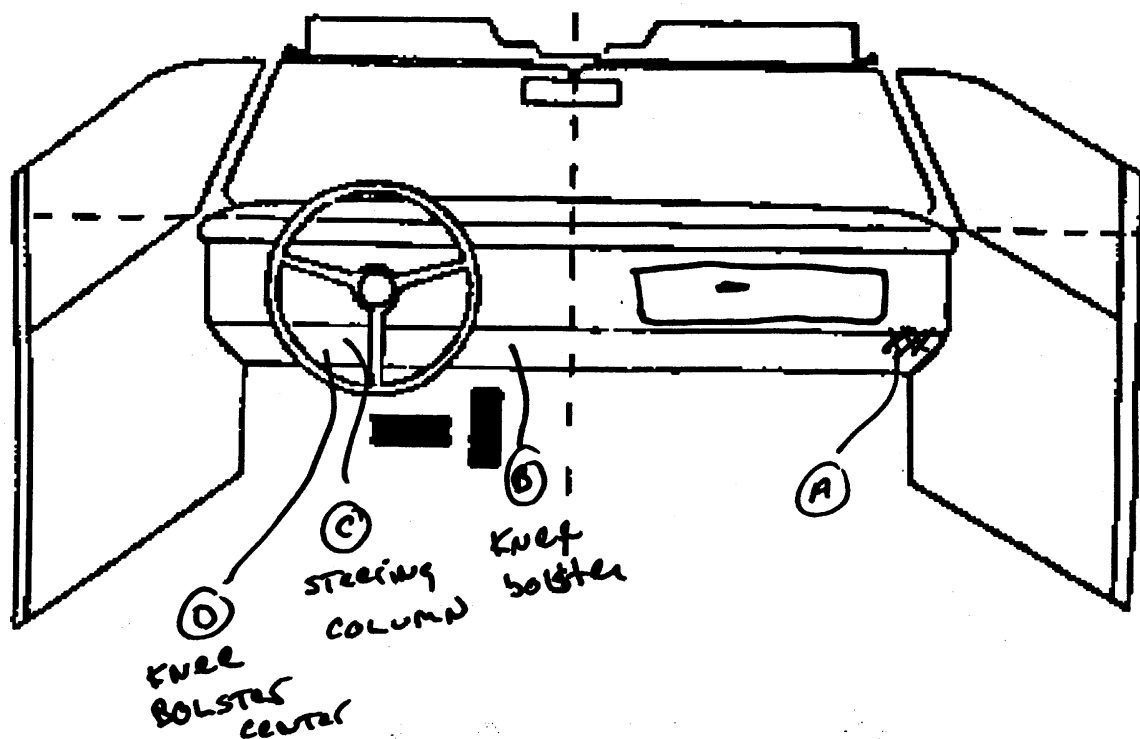
| Contact | Interior Component Contacted | Occupant No. if Known | Body Region if Known | Supporting Physical Evidence | Confidence Level of Contact Point |
|---------|------------------------------|-----------------------|----------------------|------------------------------|-----------------------------------|
| A       | NEXT TO glove box            | 2                     | KNEE                 | 6x2 cm SCUFF                 | 1                                 |
| B       | Knee Bolster                 | 1                     | KNEE                 | DENT (RIGHT)                 | 1                                 |
| C       | STEERING COLUMN              | 1                     | KNEE                 | SCUFF                        | 1                                 |
| D       | Knee Bolster                 | 1                     | KNEE                 | SCUFF CENTER                 | 1                                 |
| E       |                              |                       |                      |                              |                                   |
| F       |                              |                       |                      |                              |                                   |
| G       |                              |                       |                      |                              |                                   |
| H       |                              |                       |                      |                              |                                   |
| I       |                              |                       |                      |                              |                                   |
| J       |                              |                       |                      |                              |                                   |

VEHICLE OCCUPANT CONTACT DIAGRAM



RFBELT, SCRAPE ON  
D-RING

DRIVING LIGHT SCRAPE  
ON D-RING



## CODES FOR COLUMN B, OCCUPANT SPACE NUMBER

OCCUPANT SPACE NUMBER IS A TWO-DIGIT CODE. THE USE OF THE CODE IS DETERMINED BY THE VEHICLE SEAT CONFIGURATION AT THE TIME OF THE ACCIDENT.

## FIRST DIGIT

THE FIRST DIGIT (LEFT DIGIT) DENOTES THE SEAT ROW, WITH CODE VALUES FROM 1 TO 5.

## SECOND DIGIT

THE SECOND DIGIT (RIGHT DIGIT) DENOTES THE POSITION ON THE SEAT AND, IN SOME INSTANCES, THE WIDTH OF THE SEAT.

- (1) LEFT (3) RIGHT ..... INDIVIDUAL SEAT
- (1) LEFT (2) CENTER (3) RIGHT ..... BENCH: FULL WIDTH 3 PASSENGER
- (1) LEFT (2) LEFT CENTER (6) RIGHT CENTER (3) RIGHT ..... BENCH: FULL WIDTH 4 PASSENGER
- (1) LEFT (2) CENTER (5) RIGHT & ..... BENCH: PARTIAL WIDTH, LEFT AISLE SPACE
- (0) LEFT & SPACE (2) CENTER (5) RIGHT & SPACE ..... BENCH: PARTIAL WIDTH, CENTERED
- (4) ENTIRE VEHICLE WIDTH ..... CARGO AREA

## EXAMPLES

THE TWO FIGURES BELOW PROVIDE EXAMPLES OF THE OCCUPANT SPACE NUMBER.

PASSENGER CAR  
5 PASSENGERS

|   |   |    |          |
|---|---|----|----------|
| X | X | 11 | 13       |
| X | X | X  | 21 22 23 |

VAN  
12 PASSENGER CAPACITY

|   |   |    |               |
|---|---|----|---------------|
| X | X | 11 | 13            |
| X | X | X  | 21 22 25      |
| X | X | X  | 31 32 35      |
| X | X | X  | X 41 42 46 43 |

## CODES FOR COLUMN F, MEASUREMENT AXIS

- (X) X-AXIS (FORE & AFT)  
(Y) Y-AXIS (LATERAL)  
(Z) Z-AXIS (VERTICAL)

## CODES FOR COLUMNS G, H, I &amp; J, OCCUPANT &amp; INJURY NUMBERS

OCCUPANT  
NUMBERINJURY  
NUMBERCONTACT

(00)

(00)

NO CONTACT

##

(00)

CONTACT, NO INJURY

(97)

(99)

CONTACT, OCCUPANT UNKNOWN, INJURY UNKNOWN

(99)

(00) OR (99)

UNKNOWN IF CONTACT



## INTRUSION IT-4

## CODES FOR COLUMN C, INTRUDING COMPONENT OR OBJECT

NOTE: DO NOT CODE OBJECTS OTHER THAN COMPONENTS OF CASE VEHICLE.

## INDIVIDUAL COMPONENT

## INTERNAL

- (01) INSTRUMENT PANEL
- (02) FIRE WALL
- (03) TOE PAN
- (04) FLOOR PAN
- (05) STEERING COLUMN
- (06) WINDSHIELD
- (07) WINDSHIELD HEADER
- (08) A-PILLAR
- (09) DOOR PANEL OR SIDE PANEL
- (10) WINDOW FRAME
- (11) B-PILLAR
- (12) C-PILLAR
- (13) D-PILLAR
- (14) ROOF SIDE RAILS
- (15) ROOF OR CONVERTIBLE TOP
- (16) BACKLIGHT HEADER
- (17) FRONT SEAT-BACK SURFACE/  
SEAT-BACK BACK SURFACE
- (18) SECOND SEAT-BACK SURFACE  
SEAT-BACK BACK SURFACE
- (19) THIRD SEAT-BACK SURFACE  
SEAT-BACK BACK SURFACE
- (20) FOURTH SEAT-BACK SURFACE  
SEAT-BACK BACK SURFACE
- (21) FIFTH SEAT-BACK SURFACE  
SEAT-BACK BACK SURFACE
- (22) BACK PANEL/BACK DOOR SURFACE
- (23) SEAT CUSHION SURFACE/EDGE
- (24) CONSOLE
- (25) OTHER (*DESCRIBE*)
- (26) UNKNOWN INTERNAL SURFACES
- (28) TRANSMISSION TUNNEL (HUMP)
- (29) SIDE FOOTWELL PANEL (KICKPANEL)
- (30) SILL

## EXTERNAL

- (43) HOOD
- (44) OBJECT EXTERNAL TO PASSENGER  
COMPARTMENT BUT PART  
OF CASE VEHICLE
- (45) OUTSIDE SURFACE OF CASE VEHICLE
- (46) OTHER (*E.G. SPARE TIRE,  
JACK. DESCRIBE.*)
- (49) UNKNOWN EXTERNAL OBJECT

## GROUPED FOR MASSIVE INTRUSION INTO AN OCCUPANT SPACE

USE ONLY IF ALL THESE COMPONENTS  
INTRUDED INTO A SINGLE OCCUPANT SPACE.

- |                        |                         |
|------------------------|-------------------------|
| (50) WINDSHIELD HEADER | (60) ROOF               |
| A-PILLAR               | ROOF RAIL               |
| ROOF SIDE RAIL         | A-PILLAR                |
| (51) INSTRUMENT PANEL  | B-PILLAR                |
| A-PILLAR               | C-PILLAR                |
| DOOR PANEL             | WINDOW FRAME            |
| (52) INSTRUMENT PANEL  | DOOR PANEL              |
| A-PILLAR               | FLOOR PAN               |
| WINDSHIELD HEADER      | (61) INSTRUMENT PANEL   |
| (53) DOOR PANEL        | TOE PAN                 |
| B-PILLAR               | WINDSHIELD HEADER       |
| ROOF RAIL              | A-PILLAR                |
| (54) DOOR PANEL        | ROOF RAIL               |
| A-PILLAR               | WINDOW FRAME            |
| ROOF RAIL              | DOOR PANEL              |
| (55) INSTRUMENT PANEL  | ROOF                    |
| FLOOR PAN              | (62) ROOF               |
| A-PILLAR               | ROOF RAIL               |
| DOOR FRAME             | C-PILLAR                |
| (56) ROOF RAIL         | WINDOW FRAME            |
| A-PILLAR               | FLOOR PAN               |
| B-PILLAR               | SECOND SEAT             |
| WINDOW FRAME           | DOOR PANEL              |
| (57) ROOF RAIL         | (63) ROOF RAIL          |
| A-PILLAR               | ROOF                    |
| B-PILLAR               | B-PILLAR                |
| C-PILLAR               | WINDOW FRAME            |
| DOOR PANEL             | FLOOR PAN               |
| (58) ROOF              | DOOR PANEL              |
| ROOF RAIL              | SECOND SEAT             |
| WINDOW FRAME           | FRONT SEAT              |
| DOOR PANEL             | (64) ROOF RAIL          |
| (59) BACKLIGHT HEADER  | ROOF OR CONVERTIBLE TOP |
| ROOF                   | A-PILLAR                |
| C-PILLAR               | B-PILLAR                |
| THIRD SEAT-BACK        | WINDOW FRAME            |
|                        | WINDOW HEADER           |
|                        | (65) WINDSHIELD         |
|                        | WINDSHIELD HEADER       |
|                        | ROOF SIDE RAIL          |
|                        | (66) WINDSHIELD         |
|                        | WINDSHIELD HEADER       |
|                        | A-PILLAR                |
|                        | (98) NOT APPLICABLE     |
|                        | (99) UNKNOWN            |

Duplicate columns 1-8  
from the previous card.

Module 1 1 Format 0 1  
9 10 11 12

INTRUSION IT-5

WAS THERE OCCUPANT COMPARTMENT INTRUSION? 0  
13

WAS INTRUSION CATASTROPHIC? 14

- (0) NO DO NOT ANSWER NEXT QUESTION. SKIP PAGE.  
(1) YES ANSWER NEXT QUESTION.  
(9) UNKNOWN SKIP PAGE.

- (0) NO COMPLETE PAGE.  
(1) YES SKIP PAGE.

Duplicate columns 1-8  
from the previous card.

Module 1 1 Format 0 2  
9 10 11 12

NOTE: Each line in the table below is a separate record (card). Duplicate columns 1 - 12 for each completed line.

**INTRUSIONS** CODE INTRUSIONS IN THIS ORDER: LEFT TO RIGHT ON ROW; FRONT TO BACK IN VEHICLES.  
CODES FOR B, F, G, H, I, J ON PAGE IT-3  
CODES FOR C ON PAGE IT-4

OCCUPANT CONTACT AND INJURY

| A                   | B                 | C                                   | D                      | E                                   | F                                   | G                                   | H                  | I                | J                  | K                |
|---------------------|-------------------|-------------------------------------|------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------|------------------|--------------------|------------------|
| INTRUSION<br>NUMBER | OCC.<br>SPACE NO. | INTRUDING<br>COMPONENT<br>OR OBJECT | ASSOC.<br>EVENT<br>NO. | MAXIMUM<br>INTRUSION<br>X AXIS (cm) | MAXIMUM<br>INTRUSION<br>Y AXIS (cm) | MAXIMUM<br>INTRUSION<br>Z AXIS (cm) | OCCUPANT<br>NUMBER | INJURY<br>NUMBER | OCCUPANT<br>NUMBER | INJURY<br>NUMBER |
| 13-14               | 15-16             | 17-18                               | 19                     | 20-21                               | 22-23                               | 24-25                               | 26-27              | 28-29            | 30-31              | 32-33            |
| <u>0 1</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |
| <u>0 2</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |
| <u>0 3</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |
| <u>0 4</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |
| <u>0 5</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |
| <u>0 6</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |
| <u>0 7</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |

NOTE: USE ADDITIONAL PAGE IF MORE THAN 7 INTRUSIONS.

Duplicate columns 1-8  
from the previous card.

Module 1 1 Format 0 3  
9 10 11 12

NOTE: IF NO SIDE DOOR INTRUSION,  
SKIP REMAINDER OF PAGE.

**SIDE DOOR INTRUSION  
RESULTED FROM**

INTRUSION  
NUMBER

CAUSE

CODES  
FOR CAUSE:

- |    |    |                       |
|----|----|-----------------------|
| 13 | 15 | (1) DIRECT<br>IMPACT  |
| 16 | 18 | (2) INDUCED<br>DAMAGE |
| 19 | 21 | (9) UNKNOWN           |

**IF DAMAGE TO DOOR COMPONENT RESULTED IN INCREASED  
DOOR INTRUSION, CODE COMPONENT**

INTRUSION  
NUMBER

DAMAGED  
COMPONENT 1

DAMAGED  
COMPONENT 2

CODES  
FOR COMPONENTS

- |   |    |    |   |    |
|---|----|----|---|----|
| A | 22 | 23 | — | 25 |
| B | 26 | 27 | — | 29 |
| C | 30 | 31 | — | 33 |
| D | 34 | 35 | — | 37 |

- (0) NONE  
(1) A-PILLAR  
(2) B-PILLAR  
(3) C-PILLAR  
(4) LATCH/STRIKER  
(5) HINGES  
(7) OTHER: \_\_\_\_\_  
(8) NOT APPLICABLE  
(9) UNKNOWN

**NOTE:** Each line in the table below is a separate record (card).  
Duplicate columns 1 - 12 for each completed line.

-- ADDITIONAL PAGE --

**INTRUSIONS** CODE INTRUSIONS IN THIS ORDER: LEFT TO RIGHT ON ROW; FRONT TO BACK IN VEHICLES.  
 CODES FOR B, F, G, H, I, J ON PAGE IT-3  
 CODES FOR C ON PAGE IT-4

### OCCUPANT CONTACT AND INJURY

[illegible]

Duplicate columns 1-8  
from the previous card.

Module 1 D Format 0 1  
9 10 11 12

# INTERIOR DAMAGE

ID-1

## CODES:

- (0) NO  
(1) YES  
(3) NO, and OCCUPANT CONTACT

- (4) YES, and OCCUPANT CONTACT  
(8) NOT APPLICABLE  
(9) UNKNOWN

|                 | LEFT           | RIGHT          |   |                |                           |                |
|-----------------|----------------|----------------|---|----------------|---------------------------|----------------|
| <b>SIDES</b>    |                |                | <b>FRONT</b>  |                | <b>INSTRUMENT PANEL</b>   |                |
| FRONT DOOR      | <u>0</u><br>13 | <u>0</u><br>14 | FOOT CONTROLS   | <u>0</u><br>45 | UPPER PANEL               | <u>0</u><br>55 |
| FRONT HARDWARE  | <u>0</u><br>15 | <u>0</u><br>16 | IGNITION KEYS   | <u>0</u><br>46 | MID PANEL                 | <u>0</u><br>56 |
| FRONT ARMREST   | <u>0</u><br>17 | <u>0</u><br>18 | REAR VIEW MIRROR  | <u>0</u><br>47 | LOWER PANEL <i>RENT</i>   | <u>4</u><br>57 |
| FRONT GLASS     | <u>0</u><br>19 | <u>0</u><br>20 | SUNVISOR/FITTINGS   | <u>0</u><br>48 | ASHTRAY                   | <u>0</u><br>58 |
| REAR DOOR AREA  | <u>0</u><br>21 | <u>0</u><br>22 | (5) LEFT SIDE ONLY<br>(6) RIGHT SIDE ONLY<br>(7) BOTH SIDES |                | CONTROL KNOBS<br>& LEVERS | <u>0</u><br>59 |
| REAR HARDWARE   | <u>0</u><br>23 | <u>0</u><br>24 | WINDSHIELD TOP<br>MOLDINGS                                  | <u>0</u><br>49 | GLOVE<br>COMPARTMENT AREA | <u>0</u><br>60 |
| REAR ARMREST    | <u>0</u><br>25 | <u>0</u><br>26 | LEFT A-PILLAR<br>(UPPER OR LOWER)                           | <u>0</u><br>50 | INSTRUMENTS               | <u>0</u><br>61 |
| REAR GLASS      | <u>0</u><br>27 | <u>0</u><br>28 | RIGHT A-PILLAR<br>(UPPER OR LOWER)                          | <u>0</u><br>51 | PARKING BRAKE RELEASE     | <u>0</u><br>62 |
| ROOF SIDE RAIL  | <u>0</u><br>29 | <u>0</u><br>30 | CENTER CONSOLE  | <u>0</u><br>52 | PARKING BRAKE PEDAL       | <u>0</u><br>63 |
| B-PILLAR        | <u>0</u><br>31 | <u>0</u><br>32 | TRANSMISSION<br>SELECTOR LEVER                              | <u>0</u><br>53 | A/C OR UPPER VENT OUTLETS | <u>0</u><br>64 |
| C-PILLAR        | <u>0</u><br>33 | <u>0</u><br>34 | RIM, HORN, SPOKE  | <u>0</u><br>54 | HEATER OR A/C DUCTS       | <u>0</u><br>65 |
| D-PILLAR        | <u>0</u><br>35 | <u>0</u><br>36 |   |                | RADIO                     | <u>0</u><br>66 |
| HEADLINING      | <u>0</u><br>37 | <u>0</u><br>38 |   |                | OTHER: * _____            | <u>8</u><br>67 |
| ROOF STRUCTURE  | <u>0</u><br>39 | <u>0</u><br>40 |   |                |                           |                |
| T-ROOF/SUN ROOF | <u>8</u><br>41 | <u>8</u><br>42 |   |                |                           |                |
| OTHER: * _____  | <u>8</u><br>43 | <u>8</u><br>44 |   |                |                           |                |
|                 |                |                |   |                | <b>REAR</b>               |                |
|                 |                |                |   |                | WINDOW                    | <u>0</u><br>68 |
|                 |                |                |   |                | WINDOW HEADER             | <u>0</u><br>69 |
|                 |                |                |   |                | <b>CONSOLES</b>           |                |
|                 |                |                |   |                | VERTICAL                  | <u>0</u><br>70 |
|                 |                |                |   |                | ROOF                      | <u>8</u><br>71 |

\* MORE THAN ONE ITEM MAY BE NOTED.

| Duplicate columns 1-8<br>from the previous card.   |  | Module <u>S</u> <u>T</u><br>9 10 |  | Format <u>0</u> <u>2</u><br>11 12 |  | SEATS   |  | ST-1           |  |                  |  |
|--|--|----------------------------------|--|-----------------------------------|--|---|--|----------------|--|------------------|--|
| <b>FRONT SEAT</b>  |  | <b>DRIVER</b>                    |  | <b>PASSENGER</b>                  |  | <b>FRONT SEAT-BACK</b>  |  | <b>DRIVER</b>  |  | <b>PASSENGER</b> |  |
| <b>TYPE OF FRONT SEAT</b><br>(00) NO SEAT<br>(01) STANDARD BENCH<br>(02) SPLIT BACK, 50-50<br>(03) SPLIT BACK, DRIVER WIDE<br>(04) SPLIT BACK, PASS. WIDE<br>(05) BUCKET<br>(06) CAPTAIN'S CHAIR<br>(07) INDIV. BENCH, 50-50<br>(08) INDIV. BENCH, DRIVER WIDE<br>(09) INDIV. BENCH, PASS. WIDE<br>(97) OTHER: _____<br>(99) UNKNOWN |  | <u>05</u><br>13 14               |  | <u>05</u><br>15 16                |  | <b>SEAT-BACK TYPE</b><br>(1) FORWARD FOLDING<br>(2) RIGID<br>(3) RECLINING<br>(7) OTHER: _____<br>(8) NOT APPLICABLE<br>(9) UNKNOWN   |  | <u>3</u><br>30 |  | <u>3</u><br>31   |  |
| <b>TYPE OF SEAT MOUNT</b><br>(1) STANDARD<br>(2) PEDESTAL<br>(7) OTHER: _____<br>(8) NOT APPLICABLE<br>(9) UNKNOWN   |  | <u>1</u><br>17                   |  | <u>1</u><br>18                    |  | <b>SEAT-BACK LOCK TYPE</b><br>(0) NONE<br>(1) MANUAL<br>(2) INERTIA<br>(3) POWER<br>(7) OTHER: _____<br>(8) NOT APPLICABLE<br>(9) UNKNOWN   |  | <u>1</u><br>32 |  | <u>1</u><br>33   |  |
| <b>SWIVEL MECHANISM EQUIPPED</b><br>(0) NO<br>(1) YES<br>(8) NOT APPLICABLE<br>(9) UNKNOWN   |  | <u>0</u><br>19                   |  | <u>0</u><br>20                    |  | <b>LOCKS HELD</b><br>(0) NO<br>(1) YES<br>(8) NOT APPLICABLE<br>(9) UNKNOWN   |  | <u>1</u><br>34 |  | <u>1</u><br>35   |  |
| <b>ORIGINAL EQUIPMENT SEATS</b><br>(0) NO<br>(1) YES<br>(8) NOT APPLICABLE<br>(9) UNKNOWN  |  | <u>1</u><br>21                   |  | <u>1</u><br>22                    |  | <b>RECLINER MECHANISM HELD</b><br>(0) NO<br>(1) YES<br>(8) NOT APPLICABLE<br>(9) UNKNOWN  |  | <u>1</u><br>36 |  | <u>1</u><br>37   |  |
| <b>CONTACT OF SEAT BY REAR OCCUPANT</b><br>(0) NO<br>(1) YES<br>(8) NOT APPLICABLE<br>(9) UNKNOWN  |  | <u>0</u><br>23                   |  | <u>0</u><br>24                    |  | <b>HEAD RESTRAINT</b><br><b>HEAD RESTRAINT TYPE</b><br>(0) NONE<br>(1) ADJUSTABLE<br>(2) INTEGRAL<br>(3) NOT INTEGRAL, BUT CANNOT BE REMOVED<br>(7) OTHER: _____<br>(8) NOT APPLICABLE<br>(9) UNKNOWN |  | <u>1</u><br>38 |  | <u>1</u><br>39   |  |
| <b>FRONT SEAT DAMAGE</b><br>(0) NONE<br>(1) BACKREST ONLY DAMAGED<br>(2) CUSHION ONLY DAMAGED<br>(3) BACKREST & CUSHION DAMAGED<br>(8) NOT APPLICABLE<br>(9) UNKNOWN   |  | <u>0</u><br>25                   |  | <u>0</u><br>26                    |  | <b>REMOVED PRE-CRASH</b><br>(0) NO<br>(1) YES<br>(8) NOT APPLICABLE<br>(9) UNKNOWN  |  | <u>0</u><br>40 |  | <u>0</u><br>41   |  |
| <b>CENTER ARMREST DAMAGED</b><br>(0) NO<br>(1) YES<br>(7) EQUIPPED, DAMAGE UNKNOWN<br>(8) NOT APPLICABLE<br>(NO CENTER ARMREST)<br>(9) UNKNOWN IF EQUIPPED   |  | <u>8</u><br>27                   |  |                                   |  | <b>ADJUSTMENT AT CRASH</b><br>(1) UP<br>(2) DOWN<br>(8) NOT APPLICABLE<br>(9) UNKNOWN   |  | <u>1</u><br>42 |  | <u>1</u><br>43   |  |
| <b>FRONT SEAT ROTATION</b><br>(0) NONE APPARENT<br>(1) FORWARD APPARENT<br>(2) REARWARD APPARENT<br>(3) LEFT APPARENT<br>(4) RIGHT APPARENT<br>(5) MULTIPLE ROTATIONS SPECIFY _____<br>(8) NOT APPLICABLE<br>(9) UNKNOWN   |  | <u>0</u><br>28                   |  | <u>0</u><br>29                    |  | <b>HEAD RESTRAINT DAMAGE</b><br>(0) NONE<br>(1) DAMAGED BUT NOT SEPARATED<br>(2) SEPARATED<br>(8) NOT APPLICABLE<br>(9) UNKNOWN   |  | <u>0</u><br>44 |  | <u>0</u><br>45   |  |

BUT  
WONT  
BECAUSE  
OF  
CASE

| SEATS ST-2   |  |  |  |   |   |  |
|--|--|--|--|---|---|--|
| <b>FRONT SEAT ADJUSTMENT</b><br><b>SEAT ADJUSTMENT TYPE</b><br>(0) NONE ( <i>RIGID</i> )<br>(1) MANUAL<br>(2) POWER<br>(7) OTHER: _____<br>(8) NOT APPLICABLE ( <i>NO SEAT</i> )<br>(9) UNKNOWN<br><br><b>ADJUSTMENT PROVIDED</b><br>(1) 2-WAY<br>(2) 4-WAY<br>(3) 6-WAY<br>(7) OTHER: _____<br>(8) NOT APPLICABLE<br>(9) UNKNOWN<br><br><b>SEAT ADJUSTER DAMAGE</b><br>(0) NONE<br>(1) CHUCKING ( <i>FREE PLAY</i> )<br>(2) DEFORMED ( <i>RELEASED/JAMMED</i> )<br>(3) SEPARATED<br>(7) OTHER: _____<br>(8) NOT APPLICABLE<br>(9) UNKNOWN<br><br><b>SEAT ADJUSTER SEPARATION</b><br>(0) NONE<br>(1) SEPARATED AT FLOOR<br>(2) SEPARATION OF ADJUSTER<br>(3) SEPARATED AT SEAT<br>(8) NOT APPLICABLE<br>(9) UNKNOWN<br><br><b>PRE-CRASH POSITION</b><br>(1) FORWARD<br>(2) MIDDLE<br>(3) REARWARD<br>(8) NOT APPLICABLE<br>(9) UNKNOWN | <b>DRIVER</b><br><br><u>2</u><br>46  | <b>PASSENGER</b><br><br><u>1</u><br>47 | <b>SECOND SEAT (CONT.)</b><br><br><b>CENTER ARMREST DAMAGED</b><br>(0) NO<br>(1) YES<br>(7) EQUIPPED,<br>DAMAGE UNKNOWN<br>(8) NOT APPLICABLE<br>( <i>NO CENTER ARMREST</i> )<br>(9) UNKNOWN IF EQUIPPED | <u>8</u><br>60  |   |  |
|  |  | <u>3</u><br>48                         | <u>1</u><br>49   | <b>SECOND SEAT-BACK</b><br><br><b>LOCKS</b><br><br><b>FOR THE FOLLOWING, USE:</b><br>(0) NO<br>(1) YES<br>(8) NOT APPLICABLE<br>(9) UNKNOWN<br><br>LEFT OR CENTER, EQUIPPED<br><br>LEFT OR CENTER, HELD<br>(3) SEAT FOLDED DOWN<br>RIGHT, EQUIPPED<br><br>RIGHT, HELD<br>(3) SEAT FOLDED DOWN | <b>LEFT</b><br><br><u>8</u><br>61<br><u>8</u><br>63<br><u>8</u><br>65<br><u>8</u><br>67 | <b>RIGHT</b><br><br><u>8</u><br>62<br><u>8</u><br>64<br><u>8</u><br>66<br><u>8</u><br>68 |
|  | <b>SECOND SEAT</b><br><b>TYPE OF SECOND SEAT</b><br>(0) NONE<br>(1) NON-FOLDING<br>(2) FOLDING<br>(3) CAPTAIN'S CHAIR<br>(4) JUMP SEAT<br>(5) INTEGRAL CHILD SEAT<br>(6) LUGGAGE AREA ACCESS PANEL<br>(9) UNKNOWN<br><br><b>SECOND SEAT DAMAGE</b><br>(0) NONE<br>(1) BACKREST ONLY<br>( <i>DAMAGED OR LOOSENED</i> )<br>(2) CUSHION ONLY<br>( <i>DAMAGED OR LOOSENED</i> )<br>(3) BACKREST & CUSHION<br>( <i>DAMAGED OR LOOSENED</i> )<br>(4) INTEGRAL CHILD SEAT<br>( <i>PRIORITY CODE</i> )<br>(5) LUGGAGE AREA ACCESS PANEL<br>( <i>DAMAGED OR LOOSENED</i> )<br>(8) NOT APPLICABLE<br>(9) UNKNOWN | <b>LEFT</b><br><br><u>1</u><br>56      | <b>RIGHT</b><br><br><u>1</u><br>57   | <b>THIRD SEAT</b><br><br>EQUIPPED<br><br>BACKREST DAMAGED<br><br>CUSHION DAMAGED  | <u>0</u><br>69<br><u>8</u><br>71<br><u>8</u><br>73                                      | <u>0</u><br>70<br><u>8</u><br>72<br><u>8</u><br>74                                       |
|  |  | <u>0</u><br>58                         | <u>0</u><br>59   | <b>VEHICLE EQUIPPED WITH<br/>REAR HEAD RESTRAINTS</b><br><br>(0) NOT EQUIPPED<br>( <i>OR REMOVED</i> )<br>(1) EQUIPPED<br>(2) EQUIPPED & DAMAGED<br>(8) NOT APPLICABLE<br>( <i>NO REAR SEAT</i> )<br>(9) UNKNOWN<br><br><i>Applies to any rear-seat position</i>                              | <u>0</u><br>75  |  |

Duplicate columns 1-8  
from the previous card.Module A B Format 0 1  
9 10 11 12

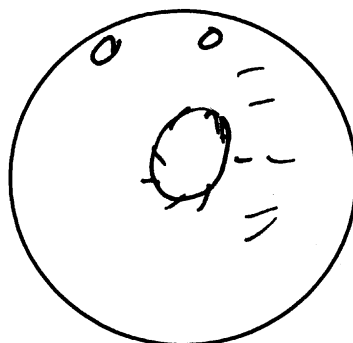
AIRBAG AB-1

|  |   |   |   |
|--|---|---|---|
| <p align="center"><b>DRIVER SIDE</b></p> <p><b>LOCATION OF AIRBAG</b></p> <p><b>STEERING WHEEL</b></p> <p>EQUIPPED</p> <p>(0) NO<br/>(1) YES<br/>(4) PRIOR DEPLOYMENT<br/>NOT REINSTALLED<br/>(9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>DEPLOYED</p> <p>(0) NO<br/>(1) YES<br/>(2) PARTIAL/IMPROPER DEPLOYMENT<br/>(8) NOT APPLICABLE<br/>(NO AIRBAG)<br/>(9) UNKNOWN</p>  | <p align="center"><u>1</u><br/>13</p> <p align="center"><u>1</u><br/>14</p> | <p align="center"><b>PASSENGER SIDE</b></p> <p><b>LOCATION OF AIRBAG</b></p> <p><b>INSTRUMENT PANEL (GLOVE BOX)</b></p> <p>EQUIPPED</p> <p>(0) NO<br/>(1) YES<br/>(4) PRIOR DEPLOYMENT<br/>NOT REINSTALLED<br/>(9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>DEPLOYED</p> <p>(0) NO<br/>(1) YES<br/>(2) PARTIAL/IMPROPER DEPLOYMENT<br/>(8) NOT APPLICABLE<br/>(NO AIRBAG)<br/>(9) UNKNOWN</p>  | <p align="center"><u>1</u><br/>16</p> <p align="center"><u>1</u><br/>17</p> |
| <p><b>CONDITION OF AIRBAG</b></p> <p><b>STEERING WHEEL</b></p> <p>(0) NO DAMAGE<br/>(2) SPLIT OR TORN<br/>(3) CUT DURING CRASH<br/>(4) BURNED/MELTED<br/>(5) CUT POST CRASH<br/>(6) OTHER _____<br/>(7) DAMAGED, CONDITION UNKNOWN<br/>(8) NOT APPLICABLE (NOT EQUIPPED/NOT DEPLOYED)<br/>(9) UNKNOWN IF EQUIPPED<br/>OR CONDITION</p>   | <p align="center"><u>0</u><br/>15</p>                                       | <p><b>CONDITION OF AIRBAG</b></p> <p><b>INSTRUMENT PANEL (GLOVE BOX)</b></p> <p>(0) NO DAMAGE<br/>(2) SPLIT OR TORN<br/>(3) CUT DURING CRASH<br/>(4) BURNED/MELTED<br/>(5) CUT POST CRASH<br/>(6) OTHER _____<br/>(7) DAMAGED, CONDITION UNKNOWN<br/>(8) NOT APPLICABLE (NOT EQUIPPED/NOT DEPLOYED)<br/>(9) UNKNOWN IF EQUIPPED<br/>OR CONDITION</p>                                    | <p align="center"><u>0</u><br/>18</p>                                       |
| <p align="center"><b>DRIVER SIDE</b></p> <p><b>AIRBAG</b></p> <p><b>STEERING WHEEL</b></p> <p>TETHER</p> <p>(0) NO<br/>(1) YES<br/>(6) OTHER _____<br/>(7) UNKNOWN IF TETHERED<br/>(8) NOT APPLICABLE<br/>(NO AIRBAG)<br/>(9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>MARKED BY CONTACT</p> <p>(0) NO<br/>(1) YES<br/>(8) NOT APPLICABLE<br/>(NO AIRBAG)<br/>(9) UNKNOWN</p> <p align="right"><i>Black marks</i></p> | <p align="center"><u>1</u><br/>19</p> <p align="center"><u>1</u><br/>20</p> | <p align="center"><b>PASSENGER SIDE</b></p> <p><b>AIRBAG</b></p> <p><b>INSTRUMENT PANEL (GLOVE BOX)</b></p> <p>TETHER</p> <p>(0) NO<br/>(1) YES<br/>(6) OTHER _____<br/>(7) UNKNOWN IF TETHERED<br/>(8) NOT APPLICABLE<br/>(NO AIRBAG)<br/>(9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>MARKED BY CONTACT</p> <p>(0) NO<br/>(1) YES<br/>(8) NOT APPLICABLE<br/>(NO AIRBAG)<br/>(9) UNKNOWN</p> | <p align="center"><u>0</u><br/>21</p> <p align="center"><u>0</u><br/>22</p> |

AIRBAG NUMBER ON DRIVER SIDE:

NOTE AND DESCRIBE ANY AIRBAG CONTACT OR  
DAMAGE ON DIAGRAM BELOW:

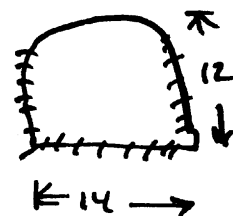
TWO VENTS  
11:00 & 1:00



← 52 →

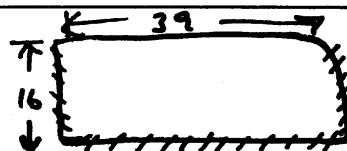
↑ 48 ↓

BLACK MARKS

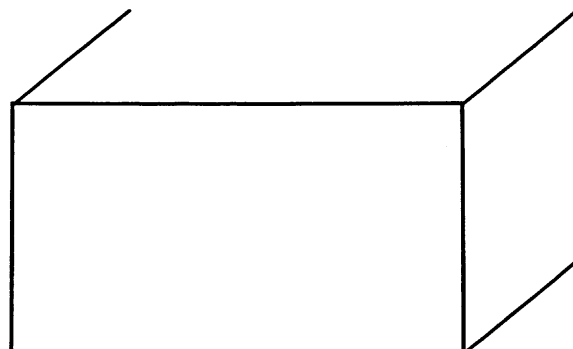


AIRBAG NUMBER ON PASSENGER SIDE:

NOTE AND DESCRIBE ANY AIRBAG CONTACT OR  
DAMAGE ON DIAGRAM BELOW:



↑ 60 ↓



← 64 →

NOTE TO THE INVESTIGATOR:

THE FOLLOWING TWO SECTIONS,  
OCCUPANT INFORMATION AND INJURY CLASSIFICATION,  
ARE TO BE FILLED IN  
FOR EACH CASE VEHICLE OCCUPANT,  
WHETHER INJURED OR NOT.

IF THERE IS MORE THAN ONE OCCUPANT,  
USE ADDITIONAL COPIES  
OF PAGES OC-1, OC-2, OC-3,  
AND IC-2 TO DESCRIBE THEM  
AND ATTACH THE COPIES TO THIS REPORT.

Duplicate columns 1-8  
from the previous card.

Module Q C Format 0 2  
9 10 11 12

# OCCUPANT INFORMATION OC-1

## OCCUPANT IDENTIFICATION

OCCUPANT NUMBER

01  
13 14

ROLE OF OCCUPANT AT 1ST IMPACT

- (1) MOTOR VEHICLE DRIVER  
(2) MOTOR VEHICLE PASSENGER  
(NOT DRIVER)  
(9) UNKNOWN

1  
15

## OCCUPANT POSITION

ROW LOCATION

- (1) FRONT  
(2) SECOND  
(3) THIRD  
(4) FOURTH  
(7) OTHER: \_\_\_\_\_  
(8) EXTERNAL TO PASSENGER  
COMPARTMENT (E.G. BED OF PICKUP)  
(9) UNKNOWN

1  
16

LATERAL LOCATION

- (1) LEFT  
(2) LEFT CENTER  
(3) CENTER  
(4) RIGHT CENTER  
(5) RIGHT  
(6) ALL (LYING ON SEAT)  
(8) EXTERNAL TO PASSENGER  
COMPARTMENT  
(9) UNKNOWN

1  
17

POSTURE

- (10) SITTING ON SEAT  
(11) SITTING ON SEAT IN ABNORMAL  
POSITION (E.G. FEET ON DASH,  
SIDEWAYS)  
(12) SITTING ON CONSOLE  
(20) ON LAP OR IN ARMS  
(30) STANDING ON SEAT  
(40) STANDING ON FLOOR  
(47) STANDING, EXTERNAL TO  
PASSENGER COMPARTMENT  
(50) IN BASSINET  
(60) IN CHILD SEAT  
(65) IN CHILD HARNESS  
(70) LYING ON SEAT  
(80) LYING/SITTING ON PASSENGER  
FLOOR  
(83) LYING/SITTING ON OTHER  
OBJECT IN PASSENGER  
COMPARTMENT: \_\_\_\_\_  
(85) ON CARGO FLOOR/FOLDED  
SEAT-BACK  
(87) LYING/SITTING, EXTERNAL TO  
PASSENGER COMPARTMENT  
(97) OTHER: \_\_\_\_\_  
(99) UNKNOWN

10  
18 19

## PHYSICAL DESCRIPTION

AGE IN YEARS

- (00) LESS THAN 1 YEAR  
(98) 98 YEARS OR OLDER  
(99) UNKNOWN

40  
20 21

AGE IN MONTHS

- (00) LESS THAN 1 MONTH  
(25) 25 MONTHS OR OLDER  
(99) UNKNOWN

25  
22 23

MASS (kg)

- (999) UNKNOWN

190  
086  
24 25 26

HEIGHT (cm)

- (999) UNKNOWN

6'2  
188  
27 28 29

SEX

- (1) MALE  
(2) FEMALE  
(9) UNKNOWN

1  
30

## MEDICAL CONDITIONS

TREATMENT/MORTALITY

- (00) NONE  
(01) FIRST AID AT SCENE  
(02) TREATED AT HOSPITAL/CLINIC  
BUT NOT ADMITTED  
(03) HOSPITALIZED FOR OBSERVATION  
LESS THAN 24 HOURS  
(04) HOSPITALIZED OVER 24 HOURS  
OR FOR SIGNIFICANT TREATMENT  
(05) FATAL, DEAD AT SCENE  
(06) FATAL, DOA  
(07) FATAL, DEAD WITHIN 24 HOURS  
(08) FATAL, DEAD 24 HOURS TO  
31 DAYS LATER  
(09) FATAL, DEAD 31 DAYS TO  
1 YEAR LATER  
(10) FATAL DEAD WITHIN UNKNOWN  
PERIOD  
(99) UNKNOWN

02  
31 32

INJURY SEVERITY SCORE (ISS)

- (99) UNKNOWN

01  
33 34

NON-IMPACT MED. CONDITIONS

- (0) NONE  
(1) YES, TIME & TYPE UNKNOWN  
(2) PRE-CRASH FATAL (CLINICAL  
DEATH AT WHEEL)  
(3) PRE-CRASH NON-FATAL (E.G.  
PRIOR INJURY, STROKE)  
(4) PREGNANT  
(5) POST-CRASH FATAL (DROWNING)  
(6) POST-CRASH NON-FATAL INJURY  
(7) OTHER: \_\_\_\_\_  
(8) COMBINATION OF ABOVE  
(CIRCLE EACH)  
(9) UNKNOWN

0  
35

## OCCUPANT INFORMATION OC-2

## MEDICAL CONDITIONS (CONT.)

POLICE INJURY SEVERITY  
CODE FOR THIS OCCUPANT

- (0) O - NO INJURY  
 (1) C - POSSIBLE INJURY  
 (2) B - NON-INCAPACITATING  
 (3) A - INCAPACITATING INJURY  
 (4) K - FATAL  
 (5) INJURED, SEVERITY UNKNOWN  
 (6) DIED PRIOR TO IMPACT  
 (7) NON-FATAL INJURY,  
 SEVERITY UNKNOWN  
 (9) UNKNOWN

1  
36

## CHILD SEAT TYPE

- (00) NONE USED  
 (01) YES, USED  
 (02) INTEGRAL, Chrysler Mini-van  
 (88) NOT APPLICABLE  
 (ADULT OR OLDER CHILD)  
 (99) UNKNOWN

88  
41 42

## CHILD SEAT MAKE/MODEL

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

## RESTRAINT SYSTEM

## ACTIVE RESTRAINT SYSTEM

- (0) NONE  
 (1) LAP BELT  
 (2) SHOULDER HARNESS ONLY  
 (3) BOTH LAP BELT &  
 SHOULDER HARNESS  
 (9) UNKNOWN

3  
37

## ACTIVE RESTRAINT SYSTEM USAGE

- (0) NONE (AVAILABLE BUT NOT USED)  
 (1) LAP BELT ONLY  
 (2) SHOULDER HARNESS ONLY  
 (3) BOTH LAP BELT &  
 SHOULDER HARNESS  
 (7) IMPROPER USAGE  
 (8) NOT APPLICABLE (NONE AVAILABLE)  
 (9) UNKNOWN

3  
38

## PASSIVE RESTRAINT SYSTEM

- (0) NONE  
 (1) AIRBAG INSTALLED  
 (2) PASSIVE UPPER TORSO  
 WITH KNEE BOLSTERS  
 (3) PASSIVE UPPER TORSO  
 WITHOUT KNEE BOLSTERS  
 (4) PASSIVE LAP & UPPER TORSO  
 (5) AIRBAG INSTALLED &  
 PASSIVE RESTRAINT  
 (7) OTHER: \_\_\_\_\_  
 (9) UNKNOWN

1  
39

## PASSIVE RESTRAINT SYSTEM USAGE

- (0) SYSTEM DEFEATED  
 (1) AIRBAG NOT DEPLOYED  
 (2) AIRBAG DEPLOYED  
 (3) AIRBAG NOT REINSTALLED  
 (4) PASSIVE UPPER TORSO USED  
 (5) PASSIVE LAP & UPPER TORSO USED  
 (6) SYSTEM USED IN MANUAL MODE  
 (7) IMPROPER USAGE  
 (8) NOT APPLICABLE (NOT ORIGINALLY  
 EQUIPPED)  
 (9) UNKNOWN

2  
40

## EJECTION

## DEGREE OF EJECTION

- (0) NONE  
 (1) PARTIAL  
 (2) COMPLETE  
 (7) EJECTED, DEGREE UNKNOWN  
 (9) UNKNOWN IF EJECTED

0  
43

## AREA OF EJECTION

- (01) WINDOW, LEFT SIDE  
 (02) WINDOW, RIGHT SIDE  
 (03) WINDOW, REAR  
 (04) DOOR, LEFT SIDE  
 (05) DOOR, RIGHT SIDE  
 (06) DOOR, REAR OR TAILGATE  
 (07) WINDSHIELD  
 (08) ROOF OR OPEN CONVERTIBLE OR  
 FROM EXTERNAL AREA  
 (96) EJECTED AREA UNKNOWN  
 (97) OTHER AREA: \_\_\_\_\_  
 (98) NOT APPLICABLE (NOT EJECTED)  
 (99) UNKNOWN IF EJECTED

98  
44 45IF OCCUPANT WAS EJECTED, DESCRIBE  
IN DETAIL BELOW:

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

## HEAD RESTRAINT

HEAD RESTRAINT AVAILABLE  
FOR THIS POSITION

- (0) NOT EQUIPPED OR REMOVED  
 (1) EQUIPPED  
 (9) UNKNOWN

1  
46

# OCCUPANT INFORMATION OC-3

## OCCUPANT EYEWEAR

- (0) NONE
- (1) GLASSES
- (2) CONTACTS
- (3) BOTH GLASSES AND CONTACTS
- (4) OTHER \_\_\_\_\_
- (8) NOT APPLICABLE
- (9) UNKNOWN

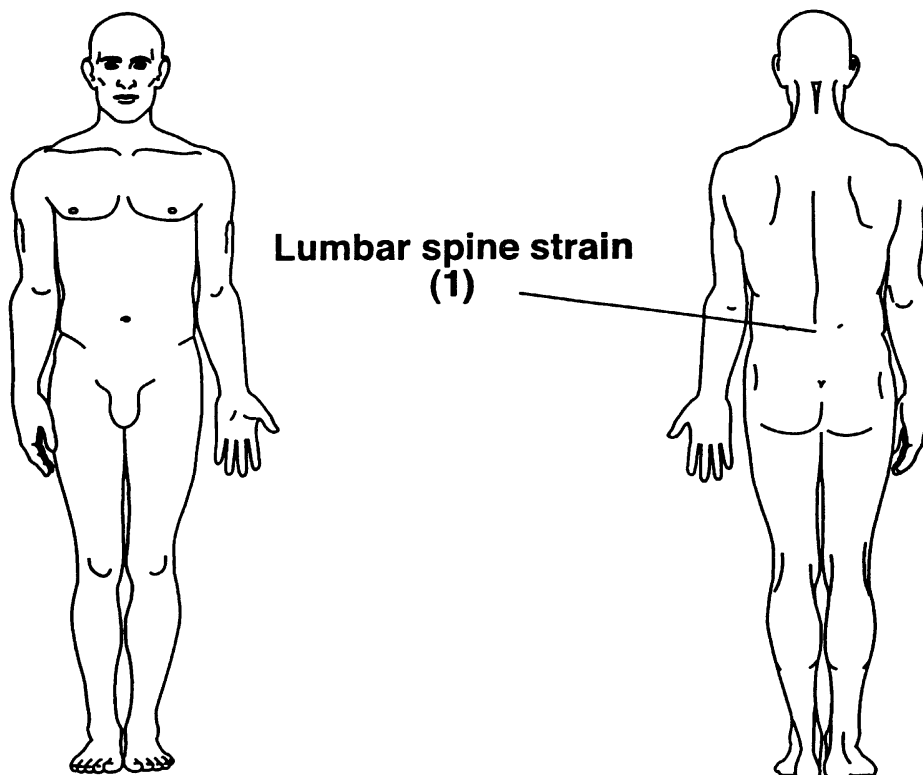
0  
47

## SOURCE OF INFORMATION

- (0) INTERVIEW
- (1) HOSPITAL
- (2) AUTOPSY
- (3) POLICE
- (4) OTHER \_\_\_\_\_
- (5) LAY CORONER/EXTERNAL EXAM
- (7) COMBINATION OF ABOVE (CIRCLE)
- (8) NOT APPLICABLE
- (9) UNKNOWN

7  
48

INDICATE LOCATION OF INJURIES.



**NOTE:** Each line in the table below is a separate record (card). Duplicate columns 1 - 12 for each completed line.

## OCCUPANT INJURY CLASSIFICATION

[illegible]

**NOTE: USE ADDITIONAL PAGES IF NECESSARY.**

## INJURY CLASSIFICATION IC-2

## CODES FOR AREAS OF POSSIBLE OCCUPANT CONTACT

## FRONT OF PASSENGER COMPARTMENT

- (10) SUNVISOR, FITTING(S) &/OR TOP MOLDING
- (12) WINDSHIELD
- (05) INSTRUMENT PANEL (*SPECIFIC AREA UNKNOWN*)
- (54) UPPER INSTRUMENT PANEL (X)
- (55) MIDDLE INSTRUMENT PANEL (Y)
- (56) LOWER INSTRUMENT PANEL (Z)
- (81) ASH TRAY (*INSTRUMENT PANEL*)
- (02) GLOVE COMPARTMENT AREA
- (47) AIRBAG (ACRS) COMPARTMENT DOOR/COVER
- (57) BENEATH INSTRUMENT PANEL
- (53) PARCEL TRAY
- (48) KNEE RESTRAINT
- (86) VERTICAL CONSOLE
- (28) FOOT CONTROLS (*INCL. PARKING BRAKE PEDAL*)
- (09) STEERING ASSEMBLY (*SPECIFIC AREA UNKNOWN*)
- (65) STEERING WHEEL
- (66) STEERING WHEEL COLUMN
- (59) TRANSMISSION LEVER ON COLUMN
- (03) HARDWARE ITEM (*SPECIFIC AREA UNKNOWN*)
- (82) INSTRUMENT(S)
- (83) CONTROL KNOB(S) & LEVER(S) (*FRONT*)
- (84) PARKING BRAKE HANDLE IN FRONT
- (67) IGNITION KEY
- (06) MIRROR
- (04) HEATER OR AIR CONDITIONING DUCTS
- (01) AIR CONDITIONING OR VENTILATION OUTLET(S)
- (08) RADIO (*BUILT IN*)
- (58) ADD-ON TAPE DECK, RADIO, A/C
- (68) ROOF MOUNTED CONTROLS/CONSOLES

## REAR

- (88) SURFACE OF REAR INTERIOR
- (23) REAR WINDOW
- (39) REAR WINDOW HEADER
- (50) REAR SEAT CUSHION & BACK

## INTERIOR-GENERAL

- (11) TRANSMISSION SELECTION LEVER (*LOCATION UNK.*)
- (59) TRANSMISSION LEVER ON STEERING COLUMN
- (44) TRANSMISSION LEVER ON FLOOR OR CONSOLE
- (07) PARKING BRAKE HANDLE (*LOCATION UNKNOWN*)
- (84) PARKING BRAKE HANDLE IN FRONT
- (85) PARKING BRAKE HANDLE ON FLOOR OR CONSOLE
- (28) FOOT CONTROLS (*INCL. PARKING BRAKE PEDAL*)
- (29) FRONT SEAT-BACK(S)
- (51) FRONT SEAT CUSHION
- (50) REAR SEAT CUSHION & BACK
- (49) ARMREST ON SEAT
- (89) UNDER SEAT BOTTOM
- (33) RESTRAINT SYSTEM HARDWARE
- (34) RESTRAINT SYSTEM WEBBING
- (87) AIR CUSHION SKIN (AIRBAG)
- (47) AIRBAG (ACRS) COMPARTMENT DOOR/COVER
- (46) AIRBAG GAS
- (48) KNEE RESTRAINT
- (30) HEAD RESTRAINT
- (42) CHILD SEAT RESTRAINTS
- (43) CHILD SEAT
- (31) INTERIOR LOOSE OBJECT
- (32) OTHER OCCUPANT(S)
- (52) INTERNAL FLYING GLASS (*FROM ANY SOURCE*)
- (41) UNKNOWN INTERIOR SURFACE

## SIDES

- (20) SURFACE OF SIDE INTERIOR
- (19) HARDWARE ON SIDE OR DOOR
- (13) ARMREST ON SIDE OR DOOR
- (24) COAT HOOK
- (22) WINDOW GLASS (*SIDE*)
- (21) WINDOW FRAMES (*SIDE*)
- (26) ROOF SIDE RAIL
- (14) A-PILLAR
- (15) B-PILLAR
- (16) C-PILLAR
- (17) D-PILLAR

## FLOOR

- (40) FLOOR
- (27) CONSOLE ON FLOOR OR BETWEEN SEATS
- (44) TRANSMISSION LEVER ON FLOOR OR CONSOLE
- (85) PARKING BRAKE HANDLE ON FLOOR OR CONSOLE
- (28) FOOT CONTROLS (*INCL. PARKING BRAKE PEDAL*)
- (91) KICKPANEL

## ROOF

- (25) ROOF OR CONVERTIBLE TOP
- (10) SUNVISOR, FITTING(S) &/OR TOP MOLDING
- (26) ROOF SIDE RAIL
- (24) COAT HOOK
- (18) DOME LIGHT
- (39) BACKLIGHT HEADER
- (68) ROOF MOUNTED CONTROLS/CONSOLE
- (69) ROLL BAR

## EXTERIOR SURFACE OF CASE VEHICLE

- (37) OUTSIDE SURFACE OF CASE VEHICLE (*SPECIFIC AREA UNKNOWN*)
- (35) HOOD OF CASE VEHICLE
- (60) EXTERIOR OF CASE VEHICLE (*E.G. OUTSIDE MIRRORS, ANTENNA, TRIM*)
- (62) EXTERIOR SIDE ROOF RAIL OF CASE VEHICLE
- (63) TRUNK LID OF CASE VEHICLE
- (64) TIRES OF CASE VEHICLE

## BEYOND CASE VEHICLE BOUNDARY

- (36) AREA EXTERIOR TO CAR (*SPECIFIC AREA UNK.*)
- (70) HOOD OF OTHER VEHICLE
- (71) OTHER VEHICLE EXTERIOR HARDWARE (*E.G. OUTSIDE MIRRORS, ANTENNA, TRIM*)
- (73) EXTERIOR SIDE ROOF RAIL OF OTHER VEHICLE
- (74) HEADLIGHT OR FRONT GRILL OF OTHER VEH.
- (75) TRUNK OF OTHER VEHICLE
- (76) OUTSIDE SURFACE OF OTHER VEHICLE
- (77) TIRES OF OTHER VEHICLE
- (78) GROUND
- (79) WATER
- (80) EXTERIOR OBJECT (*NOT VEHICLE, GROUND, OR WATER. PLEASE DESCRIBE.*)

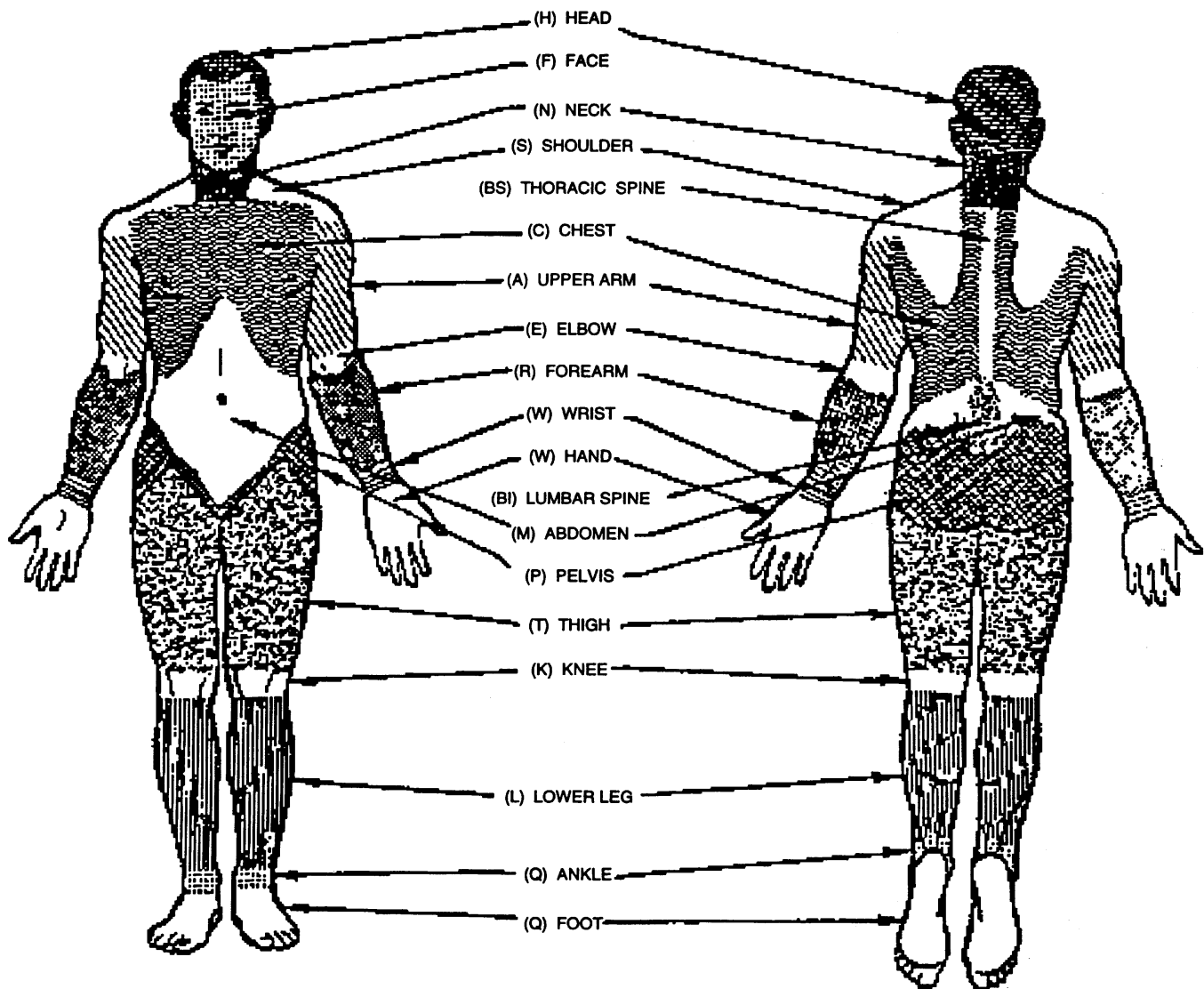
## PENETRATING OBJECTS

- (61) OTHER VEHICLE
- (72) OBJECTS (*DESCRIBE*)

## MISCELLANEOUS

- (00) NO CONTACT (*INVALID FIELD FORM CODE*)
- (38) OTHER (*E.G. FIRE. DESCRIBE*)
- (90) SPARE TIRE
- (96) INDUCED
- (97) EJECTED, UNKNOWN CONTACT
- (98) IMPACT FORCE, "WHIPLASH", HYPEREXTENSION/COMPRESSION
- (99) UNKNOWN AREA OF CONTACT

THE FIGURE BELOW  
IS AN EXPLANATION OF THE BODY REGION CODES  
LISTED ON PAGE IC - 4.



## INJURY CLASSIFICATION IC-4

## CODES FOR OCCUPANT INJURY CLASSIFICATION (OIC)

**1 BODY REGION**

(H) HEAD/SKULL  
 (F) FACE  
 (N) NECK  
 (S) SHOULDER  
 (X) UPPER EXTREMITIES  
 (A) ARM (*UPPER*)  
 (E) ELBOW  
 (R) FOREARM  
 (W) WRIST/HAND  
 (C) CHEST  
 (M) ABDOMEN  
 (B) BACK  
 (P) PELVIC/HIP  
 (Y) LOWER EXTREMITIES  
 (T) THIGH  
 (K) KNEE  
 (L) LEG (*LOWER*)  
 (Q) ANKLE/FOOT  
 (O) WHOLE BODY  
 (U) UNKNOWN

**3 LESION**

(L) LACERATION  
 (C) CONTUSION  
 (A) ABRASION  
 (F) FRACTURE  
 (P) PERFORATION,  
 PUNCTURE  
 (K) CONCUSSION  
 (V) AVULSION  
 (R) RUPTURE  
 (S) SPRAIN  
 (D) DISLOCATION  
 (N) CRUSH  
 (M) AMPUTATION  
 (B) BURN  
 (G) DETACHMENT,  
 SEPARATION  
 (Z) FRACTURE AND  
 DISLOCATION  
 (T) STRAIN  
 (E) TOTAL SEVERANCE,  
 TRANSECTION  
 (O) OTHER  
 (U) UNKNOWN

**4 SYSTEM/ORGAN**

(S) SKELETAL  
 (V) VERTEBRAE  
 (J) JOINTS  
 (D) DIGESTIVE  
 (L) LIVER  
 (N) NERVOUS SYSTEM  
 (B) BRAIN  
 (C) SPINAL CORD  
 (E) EARS  
 (O) EYES  
 (A) ARTERIES  
 (H) HEART  
 (Q) SPLEEN  
 (G) UROGENITAL  
 (K) KIDNEYS  
 (R) RESPIRATORY  
 (P) PULMONARY/LUNGS  
 (M) MUSCLES  
 (T) THYROID, OTHER  
 ENDOCRINE GLAND  
 (I) INTEGUMENTARY (*SKIN*)  
 (W) ALL SYSTEMS IN REGION  
 (U) UNKNOWN

**2 ASPECT**

(R) RIGHT  
 (L) LEFT  
 (B) BILATERAL  
 (C) CENTRAL  
 (A) ANTERIOR/FRONT  
 (P) POSTERIOR/BACK  
 (S) SUPERIOR/UPPER  
 (I) INFERIOR/LOWER  
 (W) WHOLE REGION  
 (U) UNKNOWN

**5 SEVERITY**  
(OR "AIS", ABBREVIATED INJURY SCALE)

(0) NONE  
 (1) MINOR  
 (2) MODERATE  
 (3) SERIOUS  
 (4) SEVERE  
 (5) CRITICAL  
 (6) MAXIMUM  
 (9) UNKNOWN

| BODY REGION | ASPECT | LESION | SYSTEM/ORGAN | SEVERITY |
|-------------|--------|--------|--------------|----------|
| 1           | 2      | 3      | 4            | 5        |

Duplicate columns 1-8  
from the previous card.

Module 0 C Format 0 2  
9 10 11 12

# OCCUPANT INFORMATION OC-1

|   |   |  |  |
|---|---|--|--|
| <p><b>OCCUPANT IDENTIFICATION</b></p> <p>OCCUPANT NUMBER <u>02</u><br/>13 14</p> <p>ROLE OF OCCUPANT AT 1ST IMPACT</p> <p>(1) MOTOR VEHICLE DRIVER<br/>(2) MOTOR VEHICLE PASSENGER<br/>(NOT DRIVER)<br/>(9) UNKNOWN</p>   | <p><u>2</u><br/>15</p>                            | <p><b>PHYSICAL DESCRIPTION</b></p> <p>AGE IN YEARS<br/>(00) LESS THAN 1 YEAR<br/>(98) 98 YEARS OR OLDER<br/>(99) UNKNOWN</p> <p>AGE IN MONTHS<br/>(00) LESS THAN 1 MONTH<br/>(25) 25 MONTHS OR OLDER<br/>(99) UNKNOWN</p>  | <p><u>34</u><br/>20 21</p> <p><u>25</u><br/>22 23</p>                                |
| <p><b>OCCUPANT POSITION</b></p> <p>ROW LOCATION</p> <p>(1) FRONT<br/>(2) SECOND<br/>(3) THIRD<br/>(4) FOURTH<br/>(7) OTHER: _____<br/>(8) EXTERNAL TO PASSENGER<br/>COMPARTMENT (E.G. BED OF PICKUP)<br/>(9) UNKNOWN</p>  | <p><u>1</u><br/>16</p>                            | <p>MASS (kg)<br/>(999) UNKNOWN <u>245</u></p> <p>HEIGHT (cm)<br/>(999) UNKNOWN <u>6'2</u></p> <p>SEX<br/>(1) MALE<br/>(2) FEMALE<br/>(9) UNKNOWN</p>   | <p><u>111</u><br/>24 25 26</p> <p><u>188</u><br/>27 28 29</p> <p><u>1</u><br/>30</p> |
| <p><b>LATERAL LOCATION</b></p> <p>(1) LEFT<br/>(2) LEFT CENTER<br/>(3) CENTER<br/>(4) RIGHT CENTER<br/>(5) RIGHT<br/>(6) ALL (LYING ON SEAT)<br/>(8) EXTERNAL TO PASSENGER<br/>COMPARTMENT<br/>(9) UNKNOWN</p> <p><b>POSTURE</b></p> <p>(10) SITTING ON SEAT<br/>(11) SITTING ON SEAT IN ABNORMAL<br/>POSITION (E.G. FEET ON DASH,<br/>SIDEWAYS)<br/>(12) SITTING ON CONSOLE<br/>(20) ON LAP OR IN ARMS<br/>(30) STANDING ON SEAT<br/>(40) STANDING ON FLOOR<br/>(47) STANDING, EXTERNAL TO<br/>PASSENGER COMPARTMENT<br/>(50) IN BASSINET<br/>(60) IN CHILD SEAT<br/>(65) IN CHILD HARNESS<br/>(70) LYING ON SEAT<br/>(80) LYING/SITTING ON PASSENGER<br/>FLOOR<br/>(83) LYING/SITTING ON OTHER<br/>OBJECT IN PASSENGER<br/>COMPARTMENT: _____<br/>(85) ON CARGO FLOOR/FOLDED<br/>SEAT-BACK<br/>(87) LYING/SITTING, EXTERNAL TO<br/>PASSENGER COMPARTMENT<br/>(97) OTHER: _____<br/>(99) UNKNOWN</p> | <p><u>5</u><br/>17</p> <p><u>10</u><br/>18 19</p> | <p><b>MEDICAL CONDITIONS</b></p> <p><b>TREATMENT/MORTALITY</b><br/>(00) NONE<br/>(01) FIRST AID AT SCENE<br/>(02) TREATED AT HOSPITAL/CLINIC<br/>BUT NOT ADMITTED<br/>(03) HOSPITALIZED FOR OBSERVATION<br/>LESS THAN 24 HOURS<br/>(04) HOSPITALIZED OVER 24 HOURS<br/>OR FOR SIGNIFICANT TREATMENT<br/>(05) FATAL, DEAD AT SCENE<br/>(06) FATAL, DOA<br/>(07) FATAL, DEAD WITHIN 24 HOURS<br/>(08) FATAL, DEAD 24 HOURS TO<br/>31 DAYS LATER<br/>(09) FATAL, DEAD 31 DAYS TO<br/>1 YEAR LATER<br/>(10) FATAL DEAD WITHIN UNKNOWN<br/>PERIOD<br/>(99) UNKNOWN</p> <p><b>INJURY SEVERITY SCORE (ISS)</b><br/>(99) UNKNOWN</p> <p><b>NON-IMPACT MED. CONDITIONS</b><br/>(0) NONE<br/>(1) YES, TIME &amp; TYPE UNKNOWN<br/>(2) PRE-CRASH FATAL (CLINICAL<br/>DEATH AT WHEEL)<br/>(3) PRE-CRASH NON-FATAL (E.G.<br/>PRIOR INJURY, STROKE)<br/>(4) PREGNANT<br/>(5) POST-CRASH FATAL (DROWNING)<br/>(6) POST-CRASH NON-FATAL INJURY<br/>(7) OTHER: _____<br/>(8) COMBINATION OF ABOVE<br/>(CIRCLE EACH)<br/>(9) UNKNOWN</p> | <p><u>02</u><br/>31 32</p> <p><u>01</u><br/>33 34</p> <p><u>0</u><br/>35</p>         |

## OCCUPANT INFORMATION OC-2

|   |  |  |  |
|---|--|--|--|
| <b>MEDICAL CONDITIONS (CONT.)</b><br><br><b>POLICE INJURY SEVERITY CODE FOR THIS OCCUPANT</b><br><br>(0) O - NO INJURY<br>(1) C - POSSIBLE INJURY<br>(2) B - NON-INCAPACITATING<br>(3) A - INCAPACITATING INJURY<br>(4) K - FATAL<br>(5) INJURED, SEVERITY UNKNOWN<br>(6) DIED PRIOR TO IMPACT<br>(7) NON-FATAL INJURY, SEVERITY UNKNOWN<br>(9) UNKNOWN   | <u>1</u><br>36   | <b>CHILD SEAT TYPE</b><br><br>(00) NONE USED<br>(01) YES, USED<br>(02) INTEGRAL, Chrysler Mini-van<br>(88) NOT APPLICABLE (ADULT OR OLDER CHILD)<br>(99) UNKNOWN<br><br><b>CHILD SEAT MAKE/MODEL</b><br><br>_____<br><br>_____<br><br>_____  | <u>88</u><br>41 42                           |
| <b>RESTRAINT SYSTEM</b><br><br><b>ACTIVE RESTRAINT SYSTEM</b><br><br>(0) NONE<br>(1) LAP BELT<br>(2) SHOULDER HARNESS ONLY<br>(3) BOTH LAP BELT & SHOULDER HARNESS<br>(9) UNKNOWN<br><br><b>ACTIVE RESTRAINT SYSTEM USAGE</b><br><br>(0) NONE (AVAILABLE BUT NOT USED)<br>(1) LAP BELT ONLY<br>(2) SHOULDER HARNESS ONLY<br>(3) BOTH LAP BELT & SHOULDER HARNESS<br>(7) IMPROPER USAGE<br>(8) NOT APPLICABLE (NONE AVAILABLE)<br>(9) UNKNOWN<br><br><b>PASSIVE RESTRAINT SYSTEM</b><br><br>(0) NONE<br>(1) AIRBAG INSTALLED<br>(2) PASSIVE UPPER TORSO WITH KNEE BOLSTERS<br>(3) PASSIVE UPPER TORSO WITHOUT KNEE BOLSTERS<br>(4) PASSIVE LAP & UPPER TORSO<br>(5) AIRBAG INSTALLED & PASSIVE RESTRAINT<br>(7) OTHER: _____<br>(9) UNKNOWN<br><br><b>PASSIVE RESTRAINT SYSTEM USAGE</b><br><br>(0) SYSTEM DEFEATED<br>(1) AIRBAG NOT DEPLOYED<br>(2) AIRBAG DEPLOYED<br>(3) AIRBAG NOT REINSTALLED<br>(4) PASSIVE UPPER TORSO USED<br>(5) PASSIVE LAP & UPPER TORSO USED<br>(6) SYSTEM USED IN MANUAL MODE<br>(7) IMPROPER USAGE<br>(8) NOT APPLICABLE (NOT ORIGINALLY EQUIPPED)<br>(9) UNKNOWN | <u>3</u><br>37<br><br><br><u>3</u><br>38<br><br><br><u>1</u><br>39<br><br><br><u>2</u><br>40 | <b>EJECTION</b><br><br><b>DEGREE OF EJECTION</b><br><br>(0) NONE<br>(1) PARTIAL<br>(2) COMPLETE<br>(7) EJECTED, DEGREE UNKNOWN<br>(9) UNKNOWN IF EJECTED<br><br><b>AREA OF EJECTION</b><br><br>(01) WINDOW, LEFT SIDE<br>(02) WINDOW, RIGHT SIDE<br>(03) WINDOW, REAR<br>(04) DOOR, LEFT SIDE<br>(05) DOOR, RIGHT SIDE<br>(06) DOOR, REAR OR TAILGATE<br>(07) WINDSHIELD<br>(08) ROOF OR OPEN CONVERTIBLE OR FROM EXTERNAL AREA<br>(96) EJECTED AREA UNKNOWN<br>(97) OTHER AREA: _____<br>(98) NOT APPLICABLE (NOT EJECTED)<br>(99) UNKNOWN IF EJECTED<br><br><b>IF OCCUPANT WAS EJECTED, DESCRIBE IN DETAIL BELOW:</b><br><br>_____<br><br>_____<br><br>_____ | <u>0</u><br>43<br><br><br><u>98</u><br>44 45 |
|   |  | <b>HEAD RESTRAINT</b><br><br><b>HEAD RESTRAINT AVAILABLE FOR THIS POSITION</b><br><br>(0) NOT EQUIPPED OR REMOVED<br>(1) EQUIPPED<br>(9) UNKNOWN   | <u>1</u><br>46                               |

# OCCUPANT INFORMATION OC-3

## OCCUPANT EYEWEAR

- (0) NONE
- (1) GLASSES
- (2) CONTACTS
- (3) BOTH GLASSES AND CONTACTS
- (4) OTHER \_\_\_\_\_
- (8) NOT APPLICABLE
- (9) UNKNOWN

0  
47

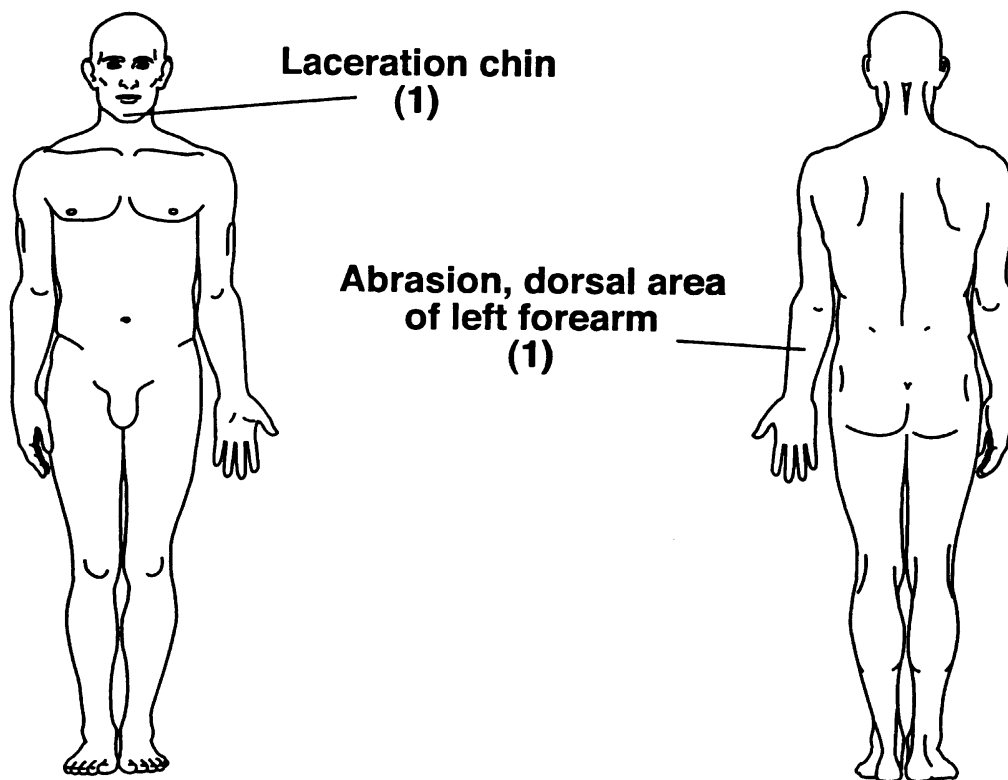
## SOURCE OF INFORMATION

- (0) INTERVIEW
- (1) HOSPITAL
- (2) AUTOPSY
- (3) POLICE
- (4) OTHER \_\_\_\_\_
- (5) LAY CORONER/EXTERNAL EXAM
- (7) COMBINATION OF ABOVE (CIRCLE)
- (8) NOT APPLICABLE
- (9) UNKNOWN

7  
48

## OCCUPANT INFORMATION OC-4

INDICATE LOCATION OF INJURIES.



Duplicate columns 1-8  
from the previous card.

Module 1 C Format 0 1  
9 10 11 12

# INJURY CLASSIFICATION IC-1

NOTE: Each line in the table below is a separate record (card).  
Duplicate columns 1 - 12 for each completed line.

## OCCUPANT INJURY CLASSIFICATION

|                 |               |   |       |  | PRIMARY OIC      |             |             |                   |               | ASSOCIATED OIC   |             |             |                   |               | COMMENTS |
|-----------------|---------------|---|-------|--|------------------|-------------|-------------|-------------------|---------------|------------------|-------------|-------------|-------------------|---------------|----------|
| OCCUPANT NUMBER | INJURY NUMBER | PLACE CONTACTS IN ORDER OF PROBABILITY (HORIZONTALLY). START WITH MOST PROBABLE IN 1ST CONTACT AREA COLUMN. |       | AREA(S) OF POSSIBLE CONTACT<br>1ST 2ND     | BODY REGION<br>1 | ASPECT<br>2 | LESION<br>3 | SYSTEM/ORGAN<br>4 | SEVERITY<br>5 | BODY REGION<br>1 | ASPECT<br>2 | LESION<br>3 | SYSTEM/ORGAN<br>4 | SEVERITY<br>5 |          |
|                 |               |   |       |  |                  |             |             |                   |               |                  |             |             |                   |               |          |
| 13-14           | 15-16         | 17-18   | 19-20 | COMMENTS                                   | 21               | 22          | 23          | 24                | 25            | 26               | 27          | 28          | 29                | 30            |          |
| 02              | 01            | 87  | ---   | Duplicate "Occupant Number" for each line. | F                | I           | L           | I                 | I             | ---              | ---         | ---         | ---               | ---           |          |
|                 | 02            | 87  | ---   |  | R                | L           | A           | I                 | I             | ---              | ---         | ---         | ---               | ---           |          |
|                 | ---           | ---   | ---   |  | ---              | ---         | ---         | ---               | ---           | ---              | ---         | ---         | ---               | ---           |          |
|                 | ---           | ---   | ---   |  | ---              | ---         | ---         | ---               | ---           | ---              | ---         | ---         | ---               | ---           |          |
|                 | ---           | ---   | ---   |  | ---              | ---         | ---         | ---               | ---           | ---              | ---         | ---         | ---               | ---           |          |
|                 | ---           | ---   | ---   |  | ---              | ---         | ---         | ---               | ---           | ---              | ---         | ---         | ---               | ---           |          |
|                 | ---           | ---   | ---   |  | ---              | ---         | ---         | ---               | ---           | ---              | ---         | ---         | ---               | ---           |          |
|                 | ---           | ---   | ---   |  | ---              | ---         | ---         | ---               | ---           | ---              | ---         | ---         | ---               | ---           |          |
|                 | ---           | ---   | ---   |  | ---              | ---         | ---         | ---               | ---           | ---              | ---         | ---         | ---               | ---           |          |
|                 | ---           | ---   | ---   |  | ---              | ---         | ---         | ---               | ---           | ---              | ---         | ---         | ---               | ---           |          |
|                 | ---           | ---   | ---   |  | ---              | ---         | ---         | ---               | ---           | ---              | ---         | ---         | ---               | ---           |          |
|                 | ---           | ---   | ---   |  | ---              | ---         | ---         | ---               | ---           | ---              | ---         | ---         | ---               | ---           |          |
|                 | ---           | ---   | ---   |  | ---              | ---         | ---         | ---               | ---           | ---              | ---         | ---         | ---               | ---           |          |
|                 | ---           | ---   | ---   |  | ---              | ---         | ---         | ---               | ---           | ---              | ---         | ---         | ---               | ---           |          |
|                 | ---           | ---   | ---   |  | ---              | ---         | ---         | ---               | ---           | ---              | ---         | ---         | ---               | ---           |          |
|                 | ---           | ---   | ---   |  | ---              | ---         | ---         | ---               | ---           | ---              | ---         | ---         | ---               | ---           |          |
|                 | ---           | ---   | ---   |  | ---              | ---         | ---         | ---               | ---           | ---              | ---         | ---         | ---               | ---           |          |
|                 | ---           | ---   | ---   |  | ---              | ---         | ---         | ---               | ---           | ---              | ---         | ---         | ---               | ---           |          |
|                 | ---           | ---   | ---   |  | ---              | ---         | ---         | ---               | ---           | ---              | ---         | ---         | ---               | ---           |          |

NOTE: USE ADDITIONAL PAGES IF NECESSARY.



Duplicate columns 1-8  
from the previous card.

Module Q C Format 0 2  
9 10 11 12

# OCCUPANT INFORMATION OC-1

| OCCUPANT IDENTIFICATION  |                    | PHYSICAL DESCRIPTION  |  |
|--|--------------------|---|--|
| OCCUPANT NUMBER  | <u>03</u><br>13 14 | AGE IN YEARS<br>(00) LESS THAN 1 YEAR<br>(98) 98 YEARS OR OLDER<br>(99) UNKNOWN   | <u>23</u><br>20 21   |
| ROLE OF OCCUPANT AT 1ST IMPACT<br>(1) MOTOR VEHICLE DRIVER<br>(2) MOTOR VEHICLE PASSENGER<br>(NOT DRIVER)<br>(9) UNKNOWN   | <u>2</u><br>15     | AGE IN MONTHS<br>(00) LESS THAN 1 MONTH<br>(25) 25 MONTHS OR OLDER<br>(99) UNKNOWN  | <u>25</u><br>22 23   |
| OCCUPANT POSITION  |                    | MASS (kg)<br>(999) UNKNOWN  | <u>111</u><br>24 25 26   |
| ROW LOCATION<br>(1) FRONT<br>(2) SECOND<br>(3) THIRD<br>(4) FOURTH<br>(7) OTHER: _____<br>(8) EXTERNAL TO PASSENGER<br>COMPARTMENT (E.G. BED OF PICKUP)<br>(9) UNKNOWN   | <u>2</u><br>16     | HEIGHT (cm)<br>(999) UNKNOWN  | <u>188</u><br>27 28 29   |
| LATERAL LOCATION<br>(1) LEFT<br>(2) LEFT CENTER<br>(3) CENTER<br>(4) RIGHT CENTER<br>(5) RIGHT<br>(6) ALL (LYING ON SEAT)<br>(8) EXTERNAL TO PASSENGER<br>COMPARTMENT<br>(9) UNKNOWN   | <u>5</u><br>17     | SEX<br>(1) MALE<br>(2) FEMALE<br>(9) UNKNOWN  | <u>1</u><br>30   |
| POSTURE<br>(10) SITTING ON SEAT<br>(11) SITTING ON SEAT IN ABNORMAL<br>POSITION (E.G. FEET ON DASH,<br>SIDEWAYS)<br>(12) SITTING ON CONSOLE<br>(20) ON LAP OR IN ARMS<br>(30) STANDING ON SEAT<br>(40) STANDING ON FLOOR<br>(47) STANDING, EXTERNAL TO<br>PASSENGER COMPARTMENT<br>(50) IN BASSINET<br>(60) IN CHILD SEAT<br>(65) IN CHILD HARNESS<br>(70) LYING ON SEAT<br>(80) LYING/SITTING ON PASSENGER<br>FLOOR<br>(83) LYING/SITTING ON OTHER<br>OBJECT IN PASSENGER<br>COMPARTMENT: _____<br>(85) ON CARGO FLOOR/FOLDED<br>SEAT-BACK<br>(87) LYING/SITTING, EXTERNAL TO<br>PASSENGER COMPARTMENT<br>(97) OTHER: _____<br>(99) UNKNOWN | <u>10</u><br>18 19 | MEDICAL CONDITIONS<br>TREATMENT/MORTALITY<br>(00) NONE<br>(01) FIRST AID AT SCENE<br>(02) TREATED AT HOSPITAL/CLINIC<br>BUT NOT ADMITTED<br>(03) HOSPITALIZED FOR OBSERVATION<br>LESS THAN 24 HOURS<br>(04) HOSPITALIZED OVER 24 HOURS<br>OR FOR SIGNIFICANT TREATMENT<br>(05) FATAL, DEAD AT SCENE<br>(06) FATAL, DOA<br>(07) FATAL, DEAD WITHIN 24 HOURS<br>(08) FATAL, DEAD 24 HOURS TO<br>31 DAYS LATER<br>(09) FATAL, DEAD 31 DAYS TO<br>1 YEAR LATER<br>(10) FATAL DEAD WITHIN UNKNOWN<br>PERIOD<br>(99) UNKNOWN<br>INJURY SEVERITY SCORE (ISS)<br>(99) UNKNOWN<br>NON-IMPACT MED. CONDITIONS<br>(0) NONE<br>(1) YES, TIME & TYPE UNKNOWN<br>(2) PRE-CRASH FATAL (CLINICAL<br>DEATH AT WHEEL)<br>(3) PRE-CRASH NON-FATAL (E.G.<br>PRIOR INJURY, STROKE)<br>(4) PREGNANT<br>(5) POST-CRASH FATAL (DROWNING)<br>(6) POST-CRASH NON-FATAL INJURY<br>(7) OTHER: _____<br>(8) COMBINATION OF ABOVE<br>(CIRCLE EACH)<br>(9) UNKNOWN | <u>02</u><br>31 32<br><br><u>01</u><br>33 34<br><br><u>0</u><br>35 |

## OCCUPANT INFORMATION OC-2

## MEDICAL CONDITIONS (CONT.)

POLICE INJURY SEVERITY  
CODE FOR THIS OCCUPANT

- (0) O - NO INJURY
- (1) C - POSSIBLE INJURY
- (2) B - NON-INCAPACITATING
- (3) A - INCAPACITATING INJURY
- (4) K - FATAL
- (5) INJURED, SEVERITY UNKNOWN
- (6) DIED PRIOR TO IMPACT
- (7) NON-FATAL INJURY,  
SEVERITY UNKNOWN
- (9) UNKNOWN

2  
36

## CHILD SEAT TYPE

- (00) NONE USED
- (01) YES, USED
- (02) INTEGRAL, Chrysler Mini-van
- (88) NOT APPLICABLE  
(ADULT OR OLDER CHILD)
- (99) UNKNOWN

88  
41 42

## CHILD SEAT MAKE/MODEL

---



---



---

## RESTRAINT SYSTEM

## ACTIVE RESTRAINT SYSTEM

- (0) NONE
- (1) LAP BELT
- (2) SHOULDER HARNESS ONLY
- (3) BOTH LAP BELT &  
SHOULDER HARNESS
- (9) UNKNOWN

3  
37

## ACTIVE RESTRAINT SYSTEM USAGE

- (0) NONE (AVAILABLE BUT NOT USED)
- (1) LAP BELT ONLY
- (2) SHOULDER HARNESS ONLY
- (3) BOTH LAP BELT &  
SHOULDER HARNESS
- (7) IMPROPER USAGE
- (8) NOT APPLICABLE (NONE AVAILABLE)
- (9) UNKNOWN

0  
38

## PASSIVE RESTRAINT SYSTEM

- (0) NONE
- (1) AIRBAG INSTALLED
- (2) PASSIVE UPPER TORSO  
WITH KNEE BOLSTERS
- (3) PASSIVE UPPER TORSO  
WITHOUT KNEE BOLSTERS
- (4) PASSIVE LAP & UPPER TORSO
- (5) AIRBAG INSTALLED &  
PASSIVE RESTRAINT
- (7) OTHER: \_\_\_\_\_
- (9) UNKNOWN

0  
39

## PASSIVE RESTRAINT SYSTEM USAGE

- (0) SYSTEM DEFEATED
- (1) AIRBAG NOT DEPLOYED
- (2) AIRBAG DEPLOYED
- (3) AIRBAG NOT REINSTALLED
- (4) PASSIVE UPPER TORSO USED
- (5) PASSIVE LAP & UPPER TORSO USED
- (6) SYSTEM USED IN MANUAL MODE
- (7) IMPROPER USAGE
- (8) NOT APPLICABLE (NOT ORIGINALLY  
EQUIPPED)
- (9) UNKNOWN

8  
40

## EJECTION

## DEGREE OF EJECTION

- (0) NONE
- (1) PARTIAL
- (2) COMPLETE
- (7) EJECTED, DEGREE UNKNOWN
- (9) UNKNOWN IF EJECTED

0  
43

## AREA OF EJECTION

- (01) WINDOW, LEFT SIDE
- (02) WINDOW, RIGHT SIDE
- (03) WINDOW, REAR
- (04) DOOR, LEFT SIDE
- (05) DOOR, RIGHT SIDE
- (06) DOOR, REAR OR TAILGATE
- (07) WINDSHIELD
- (08) ROOF OR OPEN CONVERTIBLE OR  
FROM EXTERNAL AREA
- (96) EJECTED AREA UNKNOWN
- (97) OTHER AREA: \_\_\_\_\_
- (98) NOT APPLICABLE (NOT EJECTED)
- (99) UNKNOWN IF EJECTED

98  
44 45

IF OCCUPANT WAS EJECTED, DESCRIBE  
IN DETAIL BELOW:

---



---



---



---

## HEAD RESTRAINT

HEAD RESTRAINT AVAILABLE  
FOR THIS POSITION

- (0) NOT EQUIPPED OR REMOVED
- (1) EQUIPPED
- (9) UNKNOWN

0  
46

# OCCUPANT INFORMATION OC-3

## OCCUPANT EYEWEAR

- (0) NONE
- (1) GLASSES
- (2) CONTACTS
- (3) BOTH GLASSES AND CONTACTS
- (4) OTHER \_\_\_\_\_
- (8) NOT APPLICABLE
- (9) UNKNOWN

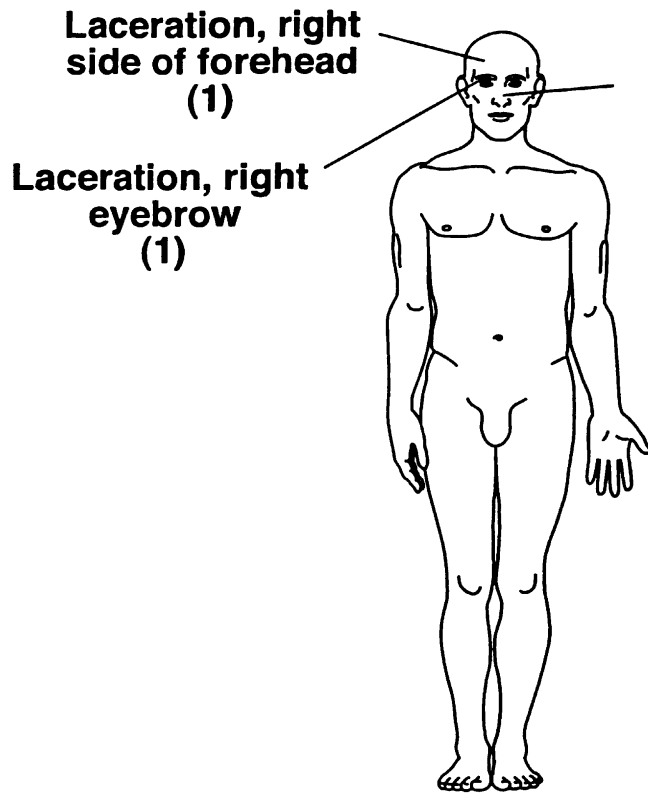
0  
47

## SOURCE OF INFORMATION

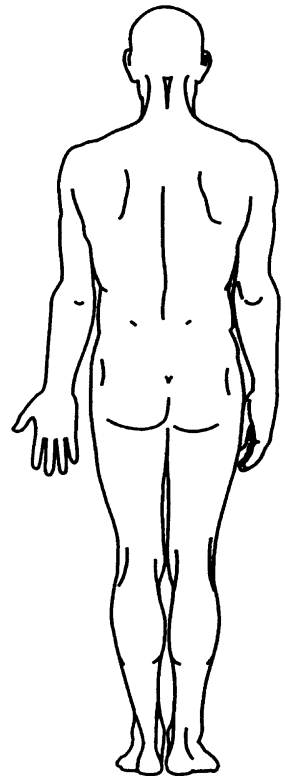
- (0) INTERVIEW
- (1) HOSPITAL
- (2) AUTOPSY
- (3) POLICE
- (4) OTHER \_\_\_\_\_
- (5) LAY CORONER/EXTERNAL EXAM
- (7) COMBINATION OF ABOVE (CIRCLE)
- (8) NOT APPLICABLE
- (9) UNKNOWN

7  
48

INDICATE LOCATION OF INJURIES.



Laceration, bridge of nose (1)



**NOTE: Each line in the table below is a separate record (card). Duplicate columns 1 - 12 for each completed line.**

## OCCUPANT INJURY CLASSIFICATION

[illegible]

**NOTE: USE ADDITIONAL PAGES IF NECESSARY.**



Case No.: 183-05

Case Ver. (v): 1808 Ford

Type: Criminal Victims, 4-door sedan (police intercept)

Driver: 40 year old male

Inv. (s): 1987 Buick LeSabre Limited, 4-door sedan

Weather: Clear

Road Surface: Dry

Road Construction: Asphalt

Light Condition: Daylight





PN 18300 #2



PN 18300 #3



**PN 18300 #4**



**PN 18300 #5**  
**Best Available**



**PN 18300 #6**  
**Best Available**



**PN18300 #7**  
**Best Available**



**PN 18300 #8**  
**Best Available**



PN 18300 #9



PN 18300 #10



PN 18300 #11



**PN 18300 #12**  
**Best Available**



PN 18300 #13



PN 18300 #14



PN 18300#15



PN 18300#16



**PN 18300 #17**



PN 18300 #18



PN 18300 #19



PN 18300 #20



PN 18300 #21



PN 18300 #22



PN 18300 #23



PN 18300 #24



PN 18300#25



PN 18300 #26



PN 18300 #27



PN 18300 #28



PN 16300 #29



PN 16300 #30



PN 18300 #31



PN 18300 #32



PN 18300 #33



PN 18300 #34



PN 18300 #35



PN 18300 #36



PN 18300 #37



PN 18300 #38



PN 18300 #39



PN 18300 #40



PN 16300 #41



PN 18300 #42



PN 18300-43



PN 18300 #44



PN 18300 #45



PN 18300 #46



PN 18300 #47



PN 18300 #48

CASE NO.: 18300

OCCUPANT: (Driver) 60-year-old male

CASE #/MODEL: 18300/49

STATUS: not on job, 3 mo. MASS: 66 kg (144 lbs)

TYPE: Crown Victoria, 4-door sedan  
Police Interceptor

RESTRAINTS: 3-point belt worn, airbag deployed

SEVERITY: MAIS - 1 ISS - 1



CASE NO.: 183-001

OCCUPANT: (Right front) 34-year-old male

CASE VEHICLE: 1999 Ford

STATURE: 188 cm (6' 2", 2 in)

MASS: 111 kg (244 lbs)

TYPE: Crown Victoria, 4-door sedan  
Police interceptor

RESTRAINTS: 2-point belt worn; airbag deployed

SEVERITY: MAIS - 1      ISS - 1



CASE NO.: 183-88

OCCUPANT: (Right rear) 28 year old male

CASE VEHICLE: 1988 Ford

STATURE: 188 cm (6' 2" H) MASS: 100 kg (220 lb)

TYPE: Crown Victoria, 4-door sedan  
Police Interceptor

RESTRAINTS: 3-point belt (gt) none

SEVERITY: MASS - 1 MASS - 1



Laceration, bridge  
of nose  
(1)

